

# Who?

More quotes on page 6



Compiled by Robert A. Jones

Who are you going to vote for for President? Why?

These were the two questions The Guardian put to scores of people—to Carol Dada, Barnaby Conrad, Bruce Bliven, Los Lurie, Evan Haarmemann, the CIA bureau chief, Mortimer Fleishacker, S. I. Hayakawa, Wallace Stegner, Graver Sales, Leonard Carter, Ed Keating, Harold Dobbs, Robert McAfee Brown, Max Scherr, Anton La Vey, Mimi London, Nathan Cohn, the FBI chief, Peter H. Flood, Art Happe, Mark Schorer, John Weston, Bill Graham, Philip Pruneau, Dan O'Neill.

## HERB CAEN

(S. F. Chronicle columnist)

Alan Cranston: I could vote for Muskie, but not Humphrey. So I guess I'll vote for Cranston. (For president?) Well, for whatever he's running for.

## BEN SWIG

(Fairmont Hotel owner)

Humphrey— Things were never better other than the war. The administration never got us into the war and I have confidence that they are doing everything to end it. We have prosperity.

## ANTON LA VEY

(Church of Satan)

George Wallace: I have magical reasons for it. I can't disclose them at this time.

# Monorail toy may take the city for a ride

By Bruce B. Brugmann

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Disneyland's monorail is an expensive kiddy ride which costs so much to keep running it may be permanently side-tracked at that big, plastic wonderland in the Orange County sky.

Seattle's monorail is an expensive come-on for tourists and the infrequent resident who wants to shake and rock to the site of the old World's fair.

Japan's monorail is, according to Business Week, nothing less than a multi-million dollar misunderstanding.

To date, there has been in the recorded history of the world just one successful monorail built and operated to haul passengers from Point X to Point Y in relative comfort, safety and economy. It's in Germany, and, though it's worked successfully since 1901, the experience has not convinced the Germans to build any more.

### Failure and Folly

With this imposing backdrop of folly and failure, it is little wonder that the City and County that built Candlestick Park, that wants to tear it down and start anew 10 years later, that would ruin Telegraph Hill and the western waterfront with the International Market Center, that would turn over Fort Mason to luxury developers, that would allow the auctioning off of valuable port land, that abjectly allows Rockefeller, Dillingham, Lapham and Magnin to desecrate the waterfront and bay scape of San Francisco—this is the city and county that is now on the verge of signing up its own multi-million dollar toy.

Last April, a group of politically puissant corporate promoters came to Mayor Alioto with a plan. Let us, said they, build you a "sky train" to the airport, a 100-mile-an-hour monorail sailing down Third St. and over Hunters Point that would bring passengers to and from the airport and thus cut down the enormous traffic problems there.

The promoters: General Electric, which now owns the American franchise for the French-designed Safage monorail system; Haas & Haynie, big local contractors and the most politically powerful since the death of the guy

Francisco. So we're taking KRON first in our critical survey of local radio and television stations as their licenses come up for renewal this fall before the FCC.

KRON trumpets the fact that it is San Francisco's only "home-owned" television station, but it is important to note that the station is lashed securely to the city's most powerful monopoly.

It is a wholly owned subsidiary of the Chronicle Publishing Co., which is merged with the other daily newspaper, the Examiner, into an indissoluble joint agency operation. This means that one owner speaks through two powerful voices, the print and the air waves.

When Charles De Young Thierot, Chronicle publisher, testified recently before the Senate Anti-Trust and Monopoly Subcommittee, he said of this special monopoly relationship:

"There is no connection between newspaper operations and operations of...the television station...."

This, to put it circumspectly, has about as much merit as did the statement in their own papers that neither Examiner or Chronicle publisher were "available for comment" when their merger story broke prematurely in 1965.

When the merger story broke, — continued on page 7

eration as San Francisco's "own wasteland," a reference to the famous remark about national television by Newton Minow, former FCC commissioner.

KRON, let us emphasize straightaway, isn't much different from other local television stations, but it claims more and it has the reputation of stacking up the FCC in Washington with Andes and Himalayas of material to demonstrate the station as the pinnacle of light, leading and public service in San

## Guardian wins 2 press awards

For the second consecutive year, The San Francisco Bay Guardian has won major awards in the San Francisco Press Club's "Pulitzer of the West" competition.

In the one category open to The Guardian as a non-daily newspaper, City Editor Creighton H. Churchill won second place with his story on the economics of hip art and Jack Lind, a contributor, won third place for his investigative story into the scramble for war bodies among Bay Area undertakers.

The Guardian also was the only non-daily ever to win more than one award in the history of the competition.

# KRON - San Francisco's very own 'wasteland'

By the Guardian staff

Walk through Television Center, KRON-TV's new four-story building at 1001 Van Ness Ave., and you get an eerie feeling.

There's nobody around.

Its air-conditioned, dehumidified, acrylic halls are constantly policed for coffee stains and management memos fly like bullets on such items as cleanliness, fire drills and keeping doors shut so the air-conditioning will run smoothly.

The station in this multi-million dollar building regularly operates with a skeleton staff. Its gleaming new studios seldom are in use. Local programming has been reduced to two half-hour local newscasts, Sunday ghetto shows and an occasional commercial.

While other VHF stations have gone to an hour of local news, KRON has cut back from an hour to half-hour programs with only 12 to 14 minutes of news left.

"Why should they bother with local programming," a KRON employee told The Guardian, "if all they have to do is throw a switch and watch the money roll in?" Best estimate of last year's profits: upwards of \$5 million.

The disparity between what KRON can do and what it does is startling and has prompted some staffers to refer to the op-

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who built Candlestick (See the Candlestick Swindle", May 14, Guardian), and two law firms--Dooling, Kelley & Moiseef (Jack Dooling is politically well connected, Joe Kelley is former Gov. Brown's son-in-law) and Keil & Connolly (Ed Keil is the admitted king of the city's tricky, invisible, non-profit corporations, having set up, and profited nicely from setting up, almost all existing ones in San Francisco, mostly for garages.)

Last May, Alioto announced he was forming a non-profit corporation called the San Francisco Aerial Transport Corporation.

To it he named Alan K. Browne senior VP at the Bank of America; Elmo Ferrari, Police Commissioner, shipping executive; and Albert W. Gatov, steamship executive, banker, member of the State Public Utilities Commission.

This trio, Alioto said, would "examine all facts and give us hard details," though it is certain they were committed beforehand — continued on page 7



IN 1962 BART PROMISED A RAPID TRANSIT DREAM...

# Angry critics — the Guardian's replies

## To the editor:

Having exposed the pre-1965 "swindles", "slushy contracts" and other peculations ascribed to the founders of BART, The Bay Guardian may wish to lay its rake down a moment before returning vigorously for a third run at the muck pile.

Anger over the machinery of American methods of financing and building a huge public works project should not blind an ordinarily reputable, crusading journal to the profound regional and social significance of that project.

The preview of the third installment of the BART expose denies the huge potential rapid transit holds for easing the job, educational, recreational and cultural problems of the ghetto.

The seriousness of the third installment's topic is also in marked contrast to the pretensions to knowledge involved in the announced fourth and final article.

The author's apparent endorsement of "new transport systems" devised by G.E. and Westinghouse, as opposed to BART's program seems unusual in light of the skewering and blood-letting of those two industrial giants in the second installment.

Unlike earlier critiques of BART by seasoned observers enjoying knowledge of what a "transport system" might be all about, The Bay Guardian's first installment, "Manhattan Madness", rather than exposing BART as a tool of American capitalism, merely discloses an author utterly lost in the increasingly demanding world of local and regional planning concepts.

### The Villain

The villain in the piece, if any, is the national pattern of ineffectual local land use controls. The author declines to discuss where new office space serving the region should be located.

It is obviously unwise and impractical to apportion office space among the Bay Area communities on the basis of population or wealth.

The author's rake in fact has led him into a completely different backyard pile -- the throwaway environment of a fragmented, de-centralized and somewhat mindless suburban-inner city separatism created by the automobile.

Three years before the BART bond issue of 1962, a leading sociologist and world population expert succinctly stated the case for BART-to-be:

"We are still staggering transit-wise under the initial impact of the automobile, which, in effect, has enabled private and personal convenience to supplant public need and efficiency as criteria for the development of circulation patterns within metropolitan areas."

Transit has always served social ends, and BART represents

merely the latest and best technological response to the rising rates of population, urbanization and ghettoization in contemporary America. No "new transport system" anywhere, built or being seriously planned, surpasses BART's innovations in speed, comfort and automatic control factors necessary in dealing with the growth rates.

It is sad but amusing counterpoint that The Bay Guardian would urge federal investigation of BART at a time when federal leaders, including the Vice President, as recently as this week, single out this District's program for special praise.

### The Scandal

The fact that no allegation of scandal and corruption has ever been made against this District speaks for itself.

One of the more puzzling facets of the expose is the many months' interval between the initial inquiry and the first installment. Perhaps this hiatus is accounted for by the fact that the writer's original "employer" examined the muck and found it to be without technical or political substance.

The Bay Guardian readers are an uncommonly sophisticated lot, and they certainly deserve more than warmed-over repeats of an earlier newspaper series, charges now reprinted in a context wildly and amateurishly divorced from the realities of American-style capitalism, city and regional planning, social planning and transportation systems.

James Browne  
BART Community Relations Officer

P.S. BART is not deleting stations, as charged.

## Wolfe's reply:

It ain't just the pre-1965 swindle we are exposing, but the whole blasted mess as it exists today. We are going to continue to rake that like a bunch of decaying, unsightly, fallen leaves.

We are perfectly aware of the regional and social significance of BART: it is changing the whole character and environment of the Bay Area. The question is whether the change is for the best. We say it is not. Let Brown spell out how BART is going to ease the problems of the ghetto he cites. That I would like to see.

I do not endorse GE's and Westinghouse's projects. I prefer that we stop trying to build all mass transit systems and restructure our communities instead so they are rendered unnecessary.

If society will not do that, but persists in more centralizing and Manhattanizing, then GE's and Westinghouse's futuristic systems will at least make transpor-

tation in the ensuing mess much easier. BART will not.

### New space

The article on Manhattan does discuss, in effect, where new office space should be located--in decentralized, smaller communities. There should be no more of them in San Francisco, or Oakland, either. These two cities are already too overcrowded. The erection of more offices will cause a sordid orgy of population madness.

I am just as much opposed to continued reliance on the private internal-combustion engine automobile as the unnamed expert, although I would not use a phrase like "still staggering transit-wise." God! But don't go back to the train to solve the automobile problem.

BART does not represent the "latest and best technological response to the rising rates of population" and so on. None of

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BART promised aerial routes like this to blend with the surrounding areas, yet over most of the routes this concept will not be used, and hideous Cyclone fences will shield the tracks.

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Committee to elect William A. Newsom State Senator —

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## Legislators comment on probe

These were among the comments from legislators on The Guardian probe.

John Vasconcellos (Assemblyman, Campbell)

I am in favor of and will support an investigation of BART. The questions Mr. Wolfe raises should be answered, the answers must be made known to the public.

Don Mulford (Assemblyman, Oakland)

I am sorry, but it is impossible for me to become involved in a BART investigation at this time. I am completely booked during the final weeks of the campaign.

Immediately after the election, I intend to pursue the questions you raised.

Peter Tamaras (Supervisor, SF)

I believe BART should receive all of the requested \$144 million, financing the additional allocations through an increase in bridge tolls. I know of no delinquency in the handling of BART funds. Any increase in the BART expense is solely a result of inflation and nothing else."

William C. Blake (Supervisor, SF)

"I plan to ask for a full and complete investigation of BART's financial difficulties before a city hearing. I consider Burton Wolfe's charges to be serious, and if they are borne out at the hearing, I feel that BART should not continue under its present management."

Robert Mendelsohn (Supervisor, SF)

Rapid transit has become a necessity for the Bay Area. It is the only feasible alternative to the ever-increasing presence of the automobile. Experience has shown that additional freeways and bridges become congested virtually as soon as the dedicatory ribbon is cut. Rapid transit will help us to slow down the automobile merry-go-round.

The question is whether BART is the best way to achieve rapid transit. We must make the best of what we have and at the same time preserve a reasonable fiscal policy. Alan Post's report indicated some serious difficulties with the management of BART, but a later report revealed that Post was satisfied with the corrections that had been implemented. I feel that any additional allocations for BART should be placed

under the same close scrutiny. All contracts should be let on the basis of open competitive bidding.

Willie Brown (Assemblyman, SF)

"I was never a great admirer of BART because it was conceived without reference to the poor folk. In spite of that, I have supported all efforts except the sales tax to finance the BART deficit.

"I have also doubted the BART management's ability--because of their reported dealings with engineering firms. The questions raised in The Guardian point to a necessity for a probe in the radical increase in engineering fees. I therefore think that those of us in the state legislature who are being asked to provide the necessary funds ought to commit the necessary funds, but with the provision that an immediate, objective outside evaluation be made, not only of engineering arrangements and contracts, but of the entire BART management structure.

"Such a course of action would allow BART to tentatively commit itself to certain courses of action, at today's prices rather than at next year's prices, while at the same time giving the public an opportunity to get a clear picture

— continued on page 6



# ...BUT FUTURE COMMUTERS ARE IN FOR SOME SHOCKS



WITH TRAINS automatically timed to arrive at stations every 90 seconds during rush hours, BART guaranteed every one of its passengers a seat. Consequently, the interior has been designed specifically for the seated passenger. A conspicuous absence of bars, straps and handles to support standing passengers increases the feeling of spaciousness within the car...

Now BART admits the cars have been designed, with bars, straps and handles, to carry half of the passengers standing.

QUOTES from BART general manager Bill Stokes:

“Our entire purpose is to produce a system so inviting that Bay Area travellers will choose to ride the trains instead of adding to traffic congestion.”

“One thing you can't take away from us—this system will be much better, in many respects, than the one that was promised to the voters of the district in 1962.”

## Noisy, crowded and stuffy

Engineers admit their trains will not be so futuristic, after all

By Burton H. Wolfe

A futuristic swift rail system... commuters relaxed in comfortably spaced seats... "virtually silent" vibration cars on clickless tracks... no subway straps because nobody would be standing...

These are the rosy comforts of interurban travel promised by the Bay Area Rapid Transit district in its 1952 promotional campaign.

If BART somehow manages to get out of its \$2 billion financial mess and starts running trains, taxpayers are in for some jolts.

BART's campaign brochures (note: Kaiser's picture on page 3) pictured commuters seated comfortably spaced—because it was crucial to convince motorists that rapid transit would be better than the crowded horrors of the freeway.

Today, the picture that emerges is: people crawling all over each other, stepping on each other's feet, jamming into cars. The atmosphere is stuffy and uncomfortable. There is no place to put bundles or topcoats.

casional radio blare.

The guy behind you has a cold and coughs down your back. The guy standing beside you drops ashes from his pipe on your sleeve.

BART, in short, will be no different than any other rail system now operating.

To find out what a trip on BART would be like, I went out to the four-mile test track near Walnut Creek. There, Dean Aboudara, BART's electronics and equipment design engineer, took me for a ride.

Clickety clack, clickety clack, clickety clack. I recalled BART's promises of clickless tracks; here I found cross-ties on the railroad track, a century-old system. The car itself was very noisy.

"Well, remember," Aboudara told me—"none of the noise-reducing elements are in this car. This is just the test car. Of course, there is noise, and we're working to eliminate each element. But the biggest factor is the rails. A fraction of an inch difference makes noise. It's the same with any rail system.

Inevitable rumble

"Now, we're going over the concrete aerial structure (31 of BART's 71 miles consist of these concrete aerial structures.) You notice the noise has become deeper, louder. That's the reflection of sound from the concrete... No, we can't get rid of that."

From BART's pre-bond issue campaign brochure: "The electric-powered trains will be virtually silent and vibration-free."

The car vibrated and shook and swayed back and forth, although not as much as older railroad cars.

"No, we won't be able to eliminate that," Aboudara said.

After the ride, we had a look at the finished transit car model BART displays near the test track.

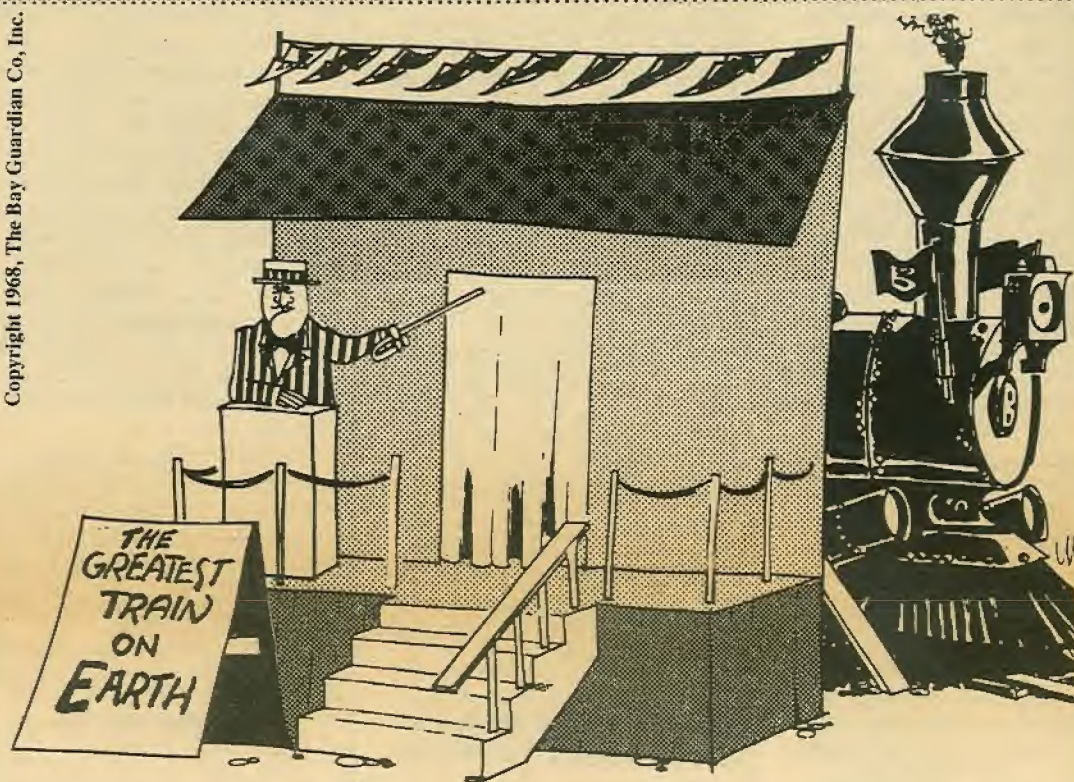
Dangling from overhead were rows of old-fashioned gripping straps with handles, like you see on trolleys on New York subways built at the turn of the century.

BART's campaign promise: the cars would be designed without straps or handles because trains would run so frequently everyone would have a place to sit.

"What are those for?" I asked innocently.

"Those are for the people who

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"World's most modern... stops freeways... reduces smog... goes 55 miles per hour... clickless tracks... no noise... seats for everybody..."

—Sketch by Mick Stevens

### Alternatives

Is there an alternative to BART's fixed rail system?

BART says the only alternative will be new freeways, bridge crossings and parking facilities throughout the Bay Area.

The Guardian believes there are many alternatives to BART. They will be discussed in the next issue.

Half the commuters are seated, reading newspapers or, in the case of men, staring out the windows, pretending not to notice that women are standing.

Everybody else is on his feet, hanging from straps, and just as miserable as the people who ride the Muni bus in San Francisco and the subway in New York.

Signs on the cars say "No smoking" and "Radios silent." Some smokers unhappily abstain. Others smoke anyway, but there is no one to enforce the regulation. No one is on hand to stop the oc-

will be standing, so they have something to hold onto," Aboudara said.

"But we were told that nobody would have to stand," I protested.

"Well, let's face it, Burton," Aboudara said. "We don't know how many people are going to get aboard these trains. For a 15-minute ride to San Francisco, I'm not going to wait for another train to get a seat."

"As a matter of fact, we're designing the car so that there will be straps and handles for people standing to hold onto. Also, the generating capacity will be based on 50 per cent of the riders standing."

"We can't build this train on

induce voters of San Francisco, Alameda and Contra Costa counties to pass a \$792 million bond issue to finance basic construction costs.

When property owners see their tax bills going up to pay for BART's mess and renters see their rents raised by the property owners, they will demand to know why they are getting so little for so much added financial burden.

BART, we were assured, would greatly alleviate automobile congestion and air pollution.

Yet, within a year after BART becomes operational—if it ever does—traffic and air pollution will be worse than now.

BART will carry less than 10

per cent of the commuters in peak rush hour traffic. However, all experience with rail transit shows that it doesn't take that many people away from automobiles.

One major reason is that BART is not designed to meet the transportation needs of the Bay Area in the 1970s.

Since its few trunk lines are five to 25 miles away from most commuters, gas-burning automobiles and buses must continue as the major transportation.

Negroes and poor whites in poverty areas, who need BART most, will be among the farthest removed from BART's stations.

A feeder bus system is the best idea BART can come up with to get even a marginal number of these riders to its train stations.

On the other hand, thousands of white collar workers in the Richmond, Pacific Heights, Marina and other key San Francisco residential areas will be totally unable to use the system to get downtown. No line comes their way. Nonetheless, they will pay for it.

Had BART turned out to be the nine-county system originally proposed, the situation would not be so bad, although it would still be horrible.

A series of blunders in the planning of the system ensured that

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The Guardian was able to print only a fraction of the mail and comments it received on the BART series. Please make your comments brief and we will try to publish as many replies as we can in our next issue.

Send them to the publisher, The San Francisco Bay Guardian, The Guardian Building, 1070 Bryant St., San Francisco, 94103.

the assumption that it will carry only seated passengers and that is its carrying capacity, and then we find people are standing and the train won't move."

That's fifty per cent on their feet!

BART's broken promises go on and on...

These promises were made to

per cent of Bay Area commuters, and even those who do use the new rail system will have to use autos and buses to reach the rail system.

The 10 per cent figure is based on state and other studies in BART's office. BART's position is that, along major arteries, the



# Recall Lieutenant Andreotti and make him police chief

Is there any record anywhere in the U.S. of a black policeman on or off duty, drunk or sober, shooting dead an unarmed white man, committing a crime or not?

The time has come to stop "petting the dog" or, if you prefer, pampering the pigs. Chief Cahill must go! He is an ignorant, blustering politician, vulgar past belief, who has shown again and again that he is totally devoid of the slightest vestige of even the dimmest beginnings of awareness, much less understanding, of the nature of modern society and the issues confronting him.

The reason he so hated Lt. Andreotti was that Cahill's appearances on the platform before neighborhood forums, arranged by Andreotti's Police Community Relations Bureau, always exposed him as an incompetent job holder interested only in using the platform to emit loud belches of noisy evasion.

He thought the Community Relations Bureau was just a cute public relations stunt. The only trouble with him is that there was nothing cute about him and even less thought.

Get him out, period! RECALL ANDREOTTI! Make him Chief of Police and create the office of black Assistant Chief. Immediately staff the ghetto stations with black police throughout and see to it that there are plenty of Mexican-Americans, Chinese and Japanese on the force in their respective neighborhoods and that there are higher officers of these minorities from Sergeant to Captain.

## Jobs for outsiders

We can't get such people? If we did, there wouldn't be enough room on the force for them? We can get them if the

police force is genuinely reformed and jobs are made available to outsiders. If pay and housing are adequate, dedicated people will come here from all over the country. We might even be able to require college educations.

As it is now, it is almost impossible to get a colored man on any force in America who isn't just as brutal and ignorant as whites. The reason is obvious. Once a black man joins the force, all his friends stop speaking to him.

A friend of mine said, "I've

**KENNETH REXROTH**

been on the force six months and even the pastor of my church keeps his distance, and I can't stand the disgusting conversation full of 'friendly jokes' of the people I work with."

This man has a law degree from Southern University and is an extremely kindly, intelligent person with a very accurate sense of the social forces operating around him. He is now running a program in education for the federal government.

His case is only one of hundreds. I have another friend, white, in fact, Irish, who was a civilian technician employed by the Police Department. Since he was baptized in St. Pat's and went to USF and his father was a member of The South Of Market Boys, the cops thought he was chums and were quite unguarded in their language.

He used to come home unable to eat dinner. One weekend the conversation of his friends produced a vomiting fit. His wife

said, "We may have four kids and a mortgage on the house but we don't need that kind of money. Monday I go to work at the Safeway and you look for another job."

Do we want to open up vacancies in the Police Department? It would be the simplest thing on earth. Fire every single cop who drinks to the slightest excess any time, any place. A single substantiated report of drunkenness on or off duty should result in instant dismissal. There should be no admission whatsoever of mitigating circumstances. If we passed a rule like this, all we'd have to do is wait for a Police ball or picnic and we could have a purge beyond the fondest dreams of Stalin.

Take all personal arms away from the police and keep standard issue ones at the station, for use only on duty. An off-duty policeman has no more right to tote concealed weapons than any other citizen. No other civilization permits this.

To clean up the Police Department we need a new Police Commission. During the reform period at least, these men and women should be professionals and should be paid adequate salaries. They should be trained criminologists, black sociologists like Prof. Kenneth Clark and the Commission should include at least one Oriental and one woman and of course a specialist in civil rights and civil liberties law.

Marshall Krause is retiring from the American Civil Liberties Union. He would be ideal. Another would be Kathleen Cleaver, certainly about 1,000 times better educated and more civilized than Cahill.

To have a new Police Commission, we'd have to have a new

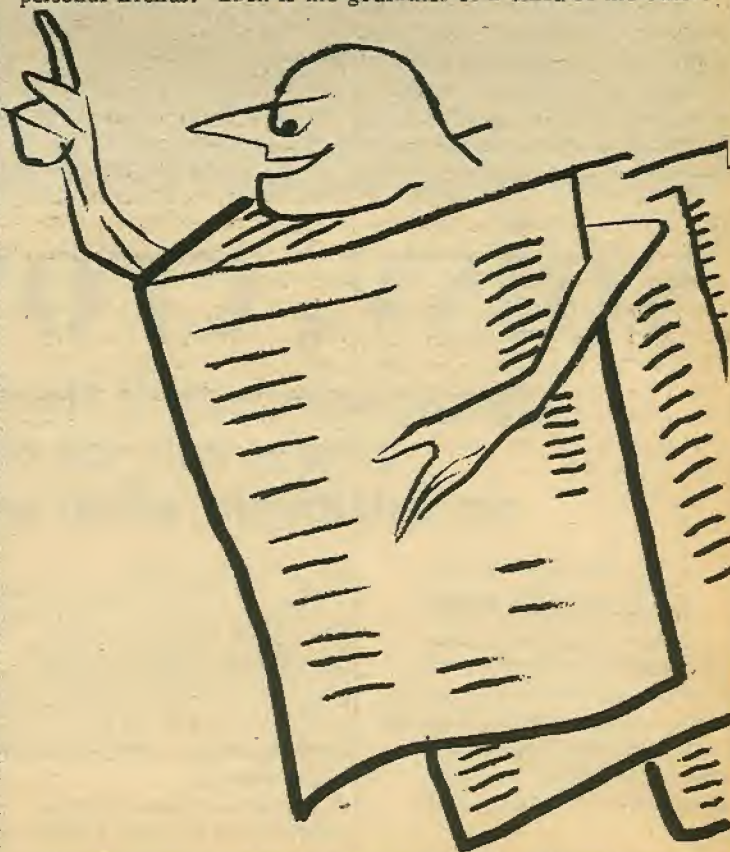
—continued on page 5



Folks, meet Dave Nelson, the Man from Super-Chron.

Nelson is a San Francisco public relations man who has become one of the most powerful behind-the-scenes influences at city hall.

The reason, supervisors and other high officials say privately, is because Nelson is not only an effective personal public relations man, but because he is known to carry behind him the weight of his longtime friend, Scott Newhall, the Chronicle's executive editor and the Chron/KRON complex itself. He and Newhall worked together on the Chronicle and have long been personal friends. Each is the godfather of a child of the other.



On many issues, notably at the moment the Chronicle's open fight to exempt the press from the city's gross receipts tax, Nelson burnishes door knobs and pulls lapels as if he's the Newhall/Chronicle public relations man himself.

Some supervisors and other high officials look upon him precisely as this and they resent the whole business of a newspaper quietly peddling influence. For they know, as do the six supervisors who have opposed the outrageous exemption, that the unspoken threat is editorial retribution. They're all up for reelection sometime and, as one put it, "we were reasonably courageous in going ahead and opposing the Examiner/Chronicle on the exemption."

Nelson thought he had lined up the votes to grant the exemption (on the grounds, of all things, of "freedom of the press") and both he and Newhall were surprised when it went 6-5 the other way. Now, Nelson is back at work to try to swing one vote so that the newspapers of San Francisco, notably the monopoly press, can escape paying gross receipts taxes that all other businesses must pay. Jack Ertola is the swing vote.

Nelson, asked by The Guardian if he were paid by either Newhall or the Chronicle for his work in their behalf, said he wasn't. "I'm working for the press of San Francisco," he said in what he characterized as a personal fight against "an evil" tax with bad first amendment precedents.

Said he: "When you tax the press, you tax the people. You are not taxing the De Youngs, the De Thierots, the Hearsts. You're taxing the people."

Further intelligence: Nelson also is at the public relations levers for the monorail promoters (see Page 1 story). So far, his main press skeptic has been Bill Dorais of KQED's "Newsroom."

Let us say so straight out: KQED's "Newsroom" has been a disappointment. It's too bad, but people doing the right thing the right way don't necessarily produce a solid or lively television program.

The main problem with the show is that it strikes no sparks. Mel Wax edits the program about the way he covered city hall for the Chronicle. The staff covers pretty much the same stories everybody else does. The program remains abjectly subservient to the Examiner and Chronicle while the station whines constantly that neither paper gives them much publicity (which is true and lamentable, but KQED now is big enough and well enough financed to stand on its own). Especially if they're in the "newspaper" business.

Reviews of cultural events must "tie in" with the day's news. The rim's old incisiveness during "Newspaper of the Air" is gone and the guests are let down gently—from the reporter who returned from Cuba with an ecstatic report on Castro, to Fred Schwarz to Police Chief Cahill on the O'Brien case. There is little film and the regulars obviously take their work much too seriously.

Can't the program find one good controversial story to break? There are plenty around. It's committing the cardinal sin of both show and newspaper business: it's dull.

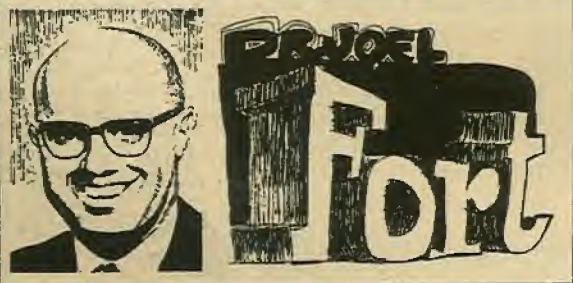
The Ford grant of \$1 million will last a year. But the program desperately needs, not a little tinkering here and there, but a major reconception: better a bull for a year than a cow for twenty.

# Hogbutcher of the world

Chicago, August, 1968: Two new television shows, "Beat the Press" and "Mace the Nation" temporarily replaced Viet Nam and other regular horror shows. Armed and dangerous men in uniform rioted in the streets and indiscriminately attacked a mixture of sometimes obnoxious, name-calling true believers, concerned activists, theater of the absurd hangers-on, McCarthy supporters, newsmen and ordinary

citizens. Mayor Daley demonstrated in living color how machine politics and law and disorder operate.

As convention correspondent



for the Guardian, I was particularly impressed by the inefficient totalitarianism of Johnson-Daley-Humphrey. With the exception of two hours on the war plank, it prevented anything as unseemly and deviationist as debate, dissent, protest, representative galleries, press access to the seated delegates, a McCarthy victory or major reform.

Georgia delegate, Julian Bond, commented, "these people don't even know what we're talking about."

Humphrey won his pyrrhic victory and the professional politicians got one of their own: ex-

pedient, not too bright, a good backslapper and "safe," no matter what he might say to get votes he'll never challenge their system.

Though the street barbarities received the most attention, those in the convention hall have greater implications for those who recognize the need for drastic change and new leadership. One thing above all is clear: politics

and government are too important to leave to politicians.

Both the Republican and Democratic Conventions were anachronisms, irrelevant to the urgent needs of the twentieth century and blithely ignorant of the popular will. They emasculate the one-man, one-vote principle enunciated by the U.S. Supreme Court. It is harder for good candidates to be nominated than to be elected. In our general political process, the lowest common denominator is most likely to be chosen, the man who while pleasing everybody,

pleases nobody and accomplishes nothing for society.

The convention inaugurated a "great leap forward" in frustration, alienation and anger.

Wallace's 20% of registered voters is one reflection of the desire for change (as was McCarthy's far greater popularity).

Perhaps this summer's sickness will help the people give up the illusion that the President is our hero and accept that most social change will have to come from individual effort and specific reforms. Ousting our senile, incompetent "leaders" heads that list of reforms. If this can be accompanied by major reforms of the political process we may someday be able to achieve a just and tolerant society.

As starters, these reforms must include: abolishing the electoral college and the convention system, replacing them with direct national primary and general elections for president and vice-president. Campaign expenses should be subsidized by government (so that running for office will not be restricted to the rich and their vassals).

Then we must eliminate the seniority system and the filibuster so that majority will can prevail; and 18-to-21-year-olds (and other minority groups) must be given the right to vote and to run for office.



# The Chicago fiasco

By Tiffin Patrick

(These are the observations of a California reporter who covered the Chicago convention for his newspaper chain. Tiffin is a pseudonym.)

The Chicago police were out of control long before that fateful Wednesday night during the Democratic convention when they charged across Michigan Ave to club the demonstrators who confronted them and those that ran away.

People who pay attention to police officers knew it long before the line of baby-blue helmets broke and charged. A respectable-looking lady walking into the Chicago Hilton found out about the Chicago police when one cop called loudly to another, "Hey, look at the hooker."

Those delegates unfortunate to be stopped while driving learned about the police when lawmen collected \$5 "bail" without bothering to check such minor items as a driver's license.

"You can kill someone in Chicago and get away with it if you pay enough," a cabbie commented while ferrying some reporters. He was neither indignant nor approving, just stating facts.

The corruption the cabbie spoke about is woven so deeply into the fabric of Chicago that it was scarcely even touched by the badly hooded police reforms of California criminologist O. W. Wilson. This corruption largely accounted for the intensity of the cruelty of Chicago cops who removed their identification badges and roared across Michigan Avenue to begin beating everyone in sight.

How do you stop a man from doing wrong when you have daily collected his bribes and shared money from his illegal fines? Those police officers who disapproved of brutality were trapped by

their participation in the system, as trapped as those responsible opponents of the convention who had tried for months to obtain an arena in which to express their grievances.

Mayor Daley's steadfast refusal to permit any legitimate protest anywhere, anytime, dovetailed perfectly with the avowed intentions of the demonstrators to create total disruption.

## Taking the Bait

"The mayor played right into their hands," the cabbie said, again matter-of-factly. Chicago could have used him that week in city hall.

Those bystanders who avoided getting clubbed or gassed developed a grudging respect for the much-abused television newsmen and cameramen, most of whom functioned courageously when trapped between club-wielding cops and demonstrators. Their admiration did not for the most part extend to the demonstration itself, members of which lobbed projectiles into their own front ranks while enticing youth from the McCarthy headquarters across the street to join the charge and get their heads bashed.

While police and demonstrators were battering the Bill of Rights, the Lyndon Johnson forces who ran the Chicago convention made the 1964 Barry Goldwater affair look like the proverbial tea party.

Security forces and an untrained corps of ushers combined to throttle the democratic (small "d") process at the convention, with a determination that was exceeded only by the ushers' stupidity. This occasionally produced pathetic footnotes to the pattern of repression, as when octagenarian Speaker of the House John McCormack was refused passage into the New York and California delegations.

Mostly, though, the strong arm

tactics that originally had been designed to assure Lyndon Johnson's renomination merely added to the moral case of the convention minority.

## Ruins and Boos

In the ruins of the convention one could not escape a certain sympathy for Hubert Humphrey, as one felt a bit sorry for Goldwater four years before. Goldwater personally deplored the booing of Nelson Rockefeller but could not control the passions of his gallery adherents. Humphrey, trapped between the nether millstones of Lyndon Johnson and Eugene McCarthy, had even less command of events despite advance assurance of his nomination.

Humphrey's position was demonstrated when Johnson called Platform Chairman Hale Boggs back to Washington in mid-week to make certain there would be no compromise on the Viet Nam plank.

Some of the more sensible pragmatists around Humphrey wanted a compromise committing the party and the candidate to peace in Viet Nam (without specifically repudiating the President), but McCarthy and his leaders demonstrated a consistent preference for losing with a total plank rather than winning with an anti-war compromise. The tactic allowed McCarthy to carry "his issue" out of the convention with him but was a defeat for those who prefer an end to the war.

## Blocking Dissent

The combined intransigence of Johnson and McCarthy caused one of the few real agreements of the week between the forces who controlled the convention and those who wanted to overturn it, a decision not to allow amendments from the floor, effectively preventing any dissident from having a real voice.

Despite the fiasco on the Viet Nam plank and the tragedy downtown, the convention achieved some solid reforms that will make repetition of the Chicago convention unlikely. Liberals have fought for two decades to eliminate the unit rule and the effects of its abolishment should not be underestimated. Big state bosses traditionally have bought off ethnic minorities and dissenters by giving them delegate representation, confident that their votes would be swallowed by the unit rule.

This option for a phony consensus politics will not be available in 1972. Though most of the 1968 delegations had been carefully chosen under unit rule, the immediate effect of the rule's overthrow was to fragment the vote of almost every delegation.

These gains for the nation's democratic forces are likely to have a more lasting effect than Mayor Daley's assault on the Constitution of the United States, but they were overshadowed by the convention's destructive passion for security.

The passion was paranoid in application, though not in origin. Daley's belief that an assassination try would occur in Chicago is more than an alibi in a year when the nation has lost both Martin Luther King and Robert Kennedy.

Apart from the human consequences, it's unlikely that the political process could have withstood another assassination.

But Daley and the President's deputies, obsessed with the demonstrations, forgot entirely the original purpose of the convention

# out of carnage — lasting reforms

security, a security that contemplated the presence of Lyndon Johnson, not Hubert Humphrey.

The New Hampshire delegation chairman who protested the convention security by inserting a credit card into the machine at the admission gate instead of his delegate badge proved more than he intended. He showed that any would-be assassin who had the foresight and minimal skill to disguise a credit card as a delegate badge could have won admission.

## Unruh and Alioto

In this shadow world of fraud, two Californians emerged as real and formidable national figures: Assembly Speaker Jesse M. Unruh and San Francisco Mayor Joseph Alioto.

Unruh played his hand coolly throughout the convention and, for once, kept his cards in the open. He showed a graciousness for which he is not noted in permitting Alioto to join the delegation to nominate Humphrey.

Alioto was more in touch with the convention minority spirit than any other audible Humphrey proponent.

When Unruh used Pat Brown rhetoric ("He's a great mayor with a great future") to praise Alioto, even some of the more suspicious wondered about the possibility of a concordat between the mayor and the speaker, with one running for the Senate and the other for governor in 1970.

## Rexroth

— continued from page 4

mayor and that we certainly need. Great sections of the city during his administration and that of his predecessor have been allowed to deteriorate.

And why? North Beach, Broadway and the Haight Ashbury are precisely those parts of the city coveted by the great real estate interests and it is in their interest to destroy the value of these neighborhoods, buy them in cheap, then "develop" them. This is a perfectly deliberate and obvious policy that has been pointed out again and again in every redevelopment battle.

Bringing it up drives the boys on SPUR into running and barking fits -- they even write letters to the newspapers demanding the jobs of people with the temerity to say such nasty things.

I have the temerity. Not only that, but I have the temerity to say there is a direct connection between organized crime and real estate speculation in highrise developments, condominiums, satellite cities and all the rest of that blather. Anyone who does not believe that Mayor Alioto, Justin Herman and Alan Jacobs and the boys

on SPUR do not know this is pretty silly and deserves what he is getting.

## Terror of fools

Mayor Alioto, defender of Hubert Humbert, defender of the Mad Figs of Chicago, is sufficiently convicted not only by the destruction of San Francisco which has been proceeding at an ever accelerated pace but by his complicity in the terrorism of the savage Has-been of the Pedernales.

Will any of this come about? It will not. San Francisco is doomed to be another Manhattan. America is doomed to four years under the rule and terror of fools. And after the fools, mark my words -- clip this coupon -- if George Wallace gets thirty per cent of the vote this November he, or someone like him, will get the White House four years hence.

Can anything prevent it? Yes, a moral revolution. Since neither the preaching of Buddha, nor the crucifixion of Christ, much less the Russian Revolution, resulted in a moral revolution, I doubt if one will result from the systematic assassination of the guardians Of The Good, The True and The Beautiful that has become the American Way of Life.

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# "I'm For Grover Cleveland"

—continued from page 1

Robert McAfee Brown (Stanford chaplain, leader in the peace movement)

"Well, someone has to counter the massive right-wing vote that I expect we will see. Probably I'll write in McCarthy. But maybe not. Maybe I'll...well, what else can I do? Voting for McCarthy won't do much good; Humphrey is still not his own man; Nixon will get all sorts of big stick ideas if he wins. So what is there to do?"

"Maybe the best thing is to work on the California candidates. There's a few good ones, like Cranston, and we are going to need someone to cope with the likes of Humphrey or Nixon in the Whitehouse."

Mortimer Fleishacker Jr. (prominent San Francisco businessman)

"That's my business, young man. Find out after I get in the voting booth."

Carol Doda (topless entertainer)

"That's debatable."

Peter H. Flood (socially prominent businessman)

"Wallace: The man just appeals to me, that's all."

S.I. Hayakawa (semanticist)

"Humphrey. Why? Oh, I don't know...for the usual reasons, I guess. I'm a life-long democrat.(Peace and Freedom Party?) "I have no interest whatsoever in the Peace and Freedom Party."

Bill Graham (owner of Fillmore West Rockatorium)

"Is there really a choice this year?"

Can you really vote for any of them?"

Harold Dobbs (Republican, attorney)

"Nixon: The people of San Francisco and the nation are ready for a change. Nixon offers a bright new leadership. He has a new way of settling the war and of bringing about peace for the American people in the streets. He has that very necessary ability to deal with the big problem of inflation which is getting out of hand."

Charles W. Bates (Bureau chief, San Francisco FBI)

"No, no, not on that one. No, I'm afraid not, no not on that one."

## Probe comments

—continued from page 2

as to the accuracy of all allegations against BART."

Charlie Meyers (Assemblyman, SF)

"I am not an authority on the subject, but I see no discrepancies in BART of great moment. The holes are in the ground."

"I personally feel the federal government should step in and assume most of the financial burden."

Ike Britschgi (Assemblyman, Redwood City)

"I support an investigation of the entire BART syndrome."

James Mailliard (Supervisor, SF)

"BART needs more money, and there's no choice but to raise the funds. We can't abandon it. The main question would only be how. I see no reason to change the management under the circumstances."

Clark L. Bradley (State Senator, Santa Clara and Alameda Counties)

I appreciate having this issue for my file.

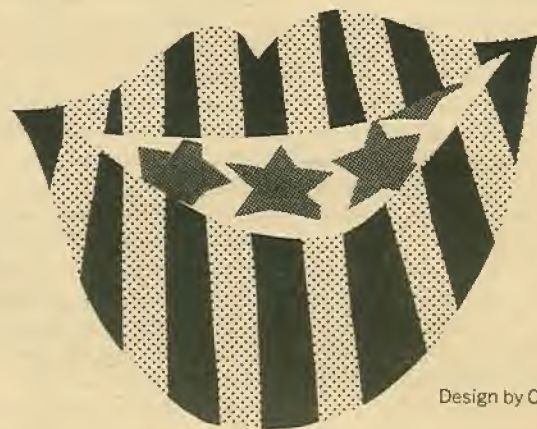
George Moscone (Senator, SF)

I do not believe that I can comment on the questions raised in Burton Wolfe's article, at least until after BART officials have stated their side of the problem.

I trust that they will do so in response to your invitation.

Max Scherr (founder and publisher of the Berkeley Barb)

"It will be a candidate within the Peace and Freedom Party. If you will look at the Barb, you'll see, however, that we're more interested in disrupting this election so that its meaninglessness can be shown clearly. The voters' franchise is meaningless--Johnson made a burlesque of that franchise in the last election when he completely reversed his campaign promises and the people were powerless to do anything. The only alternative is to make the establishment institute a democratic expression--or find new forms of government that will."



Design by Carol Lentz

Grover Sales (SF Magazine drama critic, KQED movie critic)

"Eldridge Cleaver: I'm voting for Cleaver--the only writer-thinker of the lot and, with the exception of George Wallace, the only honest man. After Chicago, the Democratic party doesn't deserve to be returned to office while Richard Milhous Nixon has for over 20 years been a living affront to every literate, sensitive and aware citizen of the Republic. I have voted for the lesser of two evils for the last time."

Anton La Vey (High Priest, Church of Satan)

"George Wallace: I have magical reasons for it. I can't disclose them at this time. I am quite certain that Humphrey will win."

Leonard Carter (Regional Director, NAACP)

"Humphrey: He has an outstanding record in the field of civil and human rights. He has championed the cause of the Negro for more than a quarter of a century. He's the only candidate I can support."

CIA Representative (refused to give name or title)

"It's none of your business. There's a secret ballot in this country."

Mimi London (model and TV personality)

"I refuse to vote. I would like to see McCarthy president, but the whole game is fixed and I won't take part in such a sham. Wall Street and the other cronies of the power game control the show, so why should I play along with them?"

Philip Pruneau (Staff director, Interplayers Playhouse)

"Hubert Humphrey: Since I first cast a ballot, I've always voted against people--except Roosevelt and Adlai Stevenson. I voted against Nixon, for JFK; against Goldwater, for Lyndon Johnson. Now I'm voting against Nixon, for Humphrey. Either that or I don't vote at all, and that's stupid."

Nathan Cohn (Democrat, attorney)

"Humphrey: I just came back from Russia and they are scared to death of Nixon and, of course, Wallace. Wallace is a racist nut. Humphrey is the best man. Everyone is mad at him most for what they should admire in him most, loyalty. Loyalty is to be admired. Humphrey was liberal when others were playing it cool."

Louis Lurie (Republican, Real Estate operator and builder)

"Nixon: He has wide experience in political matters. He has traveled widely and was vice-president for 8 years. Nixon told Khrushchev to go to hell in the kitchen. I'm a Republican and I'll vote that way but I wouldn't be unhappy if Humphrey were elected. They are both good men."

Dan O'Neill (Odd Bodkins cartoonist)

"Me."

—continued on page 11

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Democrat

U. S. Congress



# SF's 'wasteland'

—continued from page 1

KRON-TV's news department was notified that it could not report the story without prior clearance from station or newspaper management. Other media reported the story, newspaper unions held emergency meetings and the Chronicle's classified department was being dispersed on the floor above KRON.

"We don't report rumors," a news reporter was told in a prophetic statement. "There has been no announcement by the publishers. Therefore, there is no story."

Several days later, the merger was announced on the 11 o'clock newscast in a last-minute, management-prepared statement --without film, with no mention of 1,200 out-of-work employees, with no attempt to determine public response or community impact.

In an interesting display of management solidarity, "The edict of Thursday, Feb. 10, 1966" came down at a time of a strike possibility at the newspaper. All KRON video-taping operations were suspended abruptly.

It was necessary to show KRON employees, so the most widely held story went, that KRON could not be hurt if its station employees were taken out in a Chronicle/Examiner strike and that management would carry on just as it's doing now in the current KRON strike.

"The newspaper moves, the station reacts," one man summed it up.

(The current strike at KRON, conversely, has received little coverage in the Examiner and Chronicle. Engineers and cameramen struck KRON on Oct. 1 and with them went film editors and other union personnel.

(Ostensibly, the strike concerned wages and working conditions, but the longer the strike continued, the more apparent it became that KRON is, as one employee put it, "a troubled station with deep morale problems.")

One thing the strike did stop temporarily: the longtime "hot line" between KRON and the Chronicle city desk. The telephone line connecting the two news desks was discontinued on union protests as well as the KRON runner who came each day to get the budget of Chronicle news stories.

The long newspaper strike came early this year. KRON's strike coverage was extremely pallid: neither the word "merger" nor "monopoly" could be used (although union spokesmen used them frequently). The coverage put forth suggested that, as a newsman put it later, "noble publishers were carrying on bravely against unreasonable labor." KRON carried no in-depth strike coverage.

Besides owning KRON-TV and FM, the Chronicle is pushing its monopoly interests ahead with its little-publicized cable television corporations. It has three: Western Television Cable (100 per cent Chronicle), with one of two cable TV franchises granted in San Francisco and one in South San Francisco;

Concord Television Cable (80 per cent Chronicle, 20 per cent Newhall Land and Farming Co., a family concern of Scott Newhall, the Chronicle's wide-ranging executive editor), which operates in Concord;

County Cable Television, Inc. (80 per cent Chronicle, 20 per cent Giulio Francesconi, who operates the Tic Tock hamburger chain in San Francisco), which has a franchise for an incorporated area behind Belmont and San Carlos.

Ed Allen, who heads the cable

cisco, San Carlos. It shot 4,000 feet of film on "The Chicken's Ball," in San Carlos, used two cameramen, put a news director in personal charge--all this during the busy newspaper strike.

The dedication of a new library in South San Francisco brought forth a news team in February, 1967. News director Mel Kampmann's memo said: "HPS-MG wants to make sure that the mayor of South San Francisco is prominent in any

It's important that we be seen here."

And reporter Don Picken told his cameraman, "We have to make it look rosy, because (the station manager) likes this. He's courting South San Francisco because of this cable..."

Shortly thereafter, The Chronicle landed the franchise. Most editorial employees have similar "must-go" stories.

It is important to remember, in assessing KRON, that it has long been an enormous money-maker. For years, it poured much of its profits into Chronicle newspaper operations and as a former Chronicle advertising saleswoman charged in a petition to the FCC, helped the Chronicle establish a monopoly in the morning field.

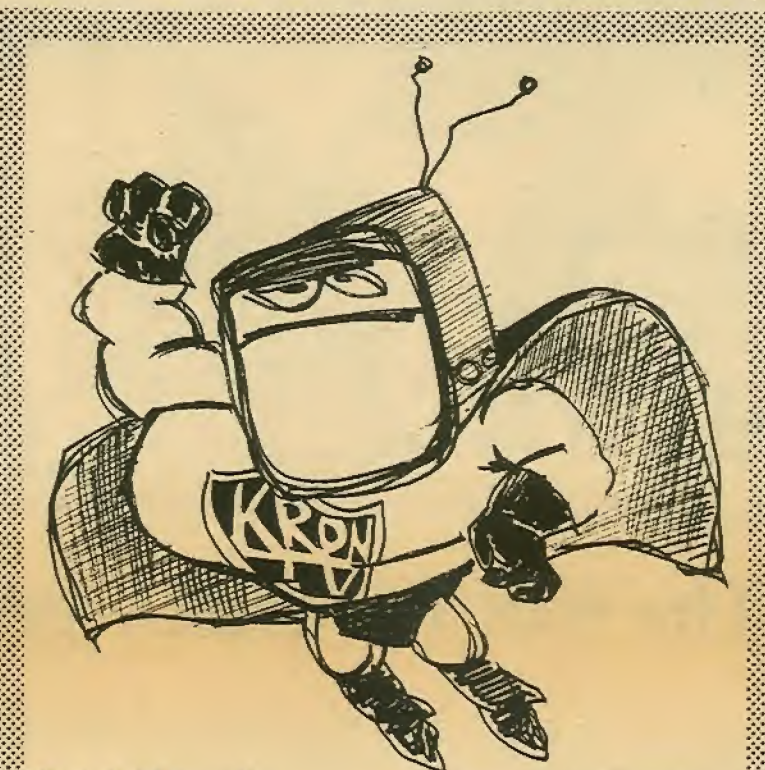
(These details will be published in The Guardian as Mrs. Street's anti-trust case against the Examiner/Chronicle unfolds in federal court.)

Two years ago, KRON hired documentary writers and newsmen, started using color film. But in 1967, the station cut back--fired two writers, cut the entire news staff down, reduced its news show from an hour to a half-hour.

The 11 p.m. news largely rehashes the 6 p.m. news. Assignment 4, a once-a-week documentary, was cut to once every two weeks and a sixth commercial spot recently was added.

About all this, KRON's promotional mailer "Telescope" said:

"Since Bay Area news-conscious viewers are directly affected by what happens in Northern California, this significant change will allow earlier coverage with day to day confidence



By A.A. McCormick

1968 - Bay Guardian Co.

TV operation from Television Center, told the Guardian that the three corporations were "losing their socks."

## "All Facts Please"

It is obvious, however, that The Chronicle is quietly pushing its cable TV operations (CATV) with great vigor. Not only does CATV help strengthen the Chronicle's monopoly lock on communications in San Francisco and environs, it also has enormous profit potential:

Trade magazines glow with talk about picture phones, printing newspapers in the home by facsimile, video-tape libraries, data retrieval systems and pay television. Big corporations and broadcasters are plunging in big throughout the country.

To help its franchise pitch, KRON often sends a television crew into a community--to Concord, Vallejo, South San Fran-

film we do." The translation: Harold P. See (station manager) must go.

The newswriter assigning the story to a reporter-cameraman crew said: "Get most of the mayor's speech. This is a must-go."

## monorail toy

—continued from page 1

Candlestick Park Swindle. Neither his bank, which handled the corporation's trustee account, nor the city treasurer's office will say today how many hundreds of thousands of dollars the city is still losing each year from this fiasco. (And just what is Gatov, a member of the PUC which regulates transport and utilities in California, doing in the promotion of a private transportation scheme? Gatov, incidentally, votes regularly with the pro-utility majority on the most utility-solicitous PUC in California history.)

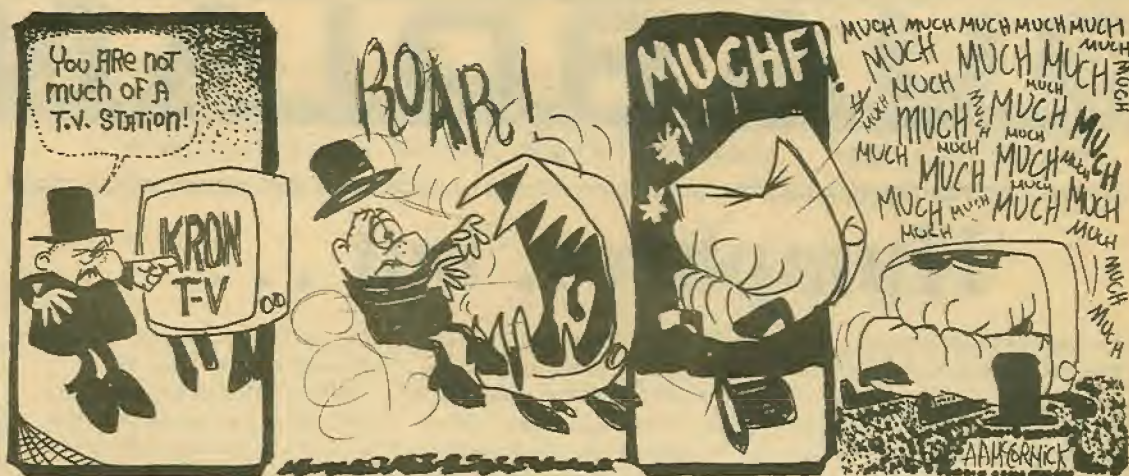
Here's the key to the non-profits: the mayor forms the corporation and appoints the three directors; they then hire GE, Haas & Haynie, architects, lawyers, the works to build the system; they sell bonds (non-profit corporations can sell tax-exempt bonds BACKED BY CITY CREDIT to pay off the builders, lawyers, et al.)

The three directors do not profit (other than receiving pay for directors meetings, free lunches and lifetime passes, I suppose), but the promoters get all their costs paid WITHOUT ANY RISK. If the system fails to pay for it-

to a full recommendation of GE's system. They have admitted they never studied any other system.

(The group is a jolly one. Brown has without gulping served on the non-profit corporation, Stadium, Inc., that gave cover to the looting of the city's treasury in the

—continued on page 12



1968 - Bay Guardian Co.

of up-to-the-minute reporting."

Also dumped in 1967 were Panorama and Pick-a-Show, two feeble mini-budget afternoon attempts at live local programs. Pick-a-Show was touted in the trade journals by its producer, Trans-Lux, as the minimum-budget show for local stations.

KRON did nothing to make them succeed, dumped them, replaced them with network reruns. Up Telescope once again: "CAUTION: HIGHLY EXPLOSIVE!"

"The new Channel Four lineup is bursting with all-family entertainment! On any day, at any time, the KRON-TV viewer will find a variety of outstanding shows that spark every human emotion conceivable."

(ennui, perhaps)



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## Humphrey, but ...

How can you recommend a man for the U.S. Presidency who has supported the Vietnam War allegro furioso? Who lifted not a finger during the Chicago 'carnage'? Who is so detested and misunderstood by the youth and the rebellious? Who continues his evasions on war and peace up to election eve?

The Guardian finds it unpleasant business. Hubert H. Humphrey is bad on the war and he's bad on a lot of other things, which we've opposed since the outset of publication. But there is no choice and those who think there is, those who will vote for Cleaver, Dick Gregory, Paulsen, who will write in McCarthy, who won't vote at all, are only helping the Nixon-Agnew-Wallace-Lemay majority.

For there is a difference, a decided difference, between Humphrey and Muskie and this bunch. Go no further than the Supreme Court. Can you imagine the difference between the appointments of Nixon and those of Humphrey and what a Nixon-dominated court will be doing when the pull-out comes from Vietnam and the reaction sets in? Remember: Warren has already resigned, Douglas and Black are ailing and expected to resign. So is the conservative Justice Harlan.

What about the differences on conservation, of welfare legislation, of urban reconstruction,

of regulation of utilities and private industry, of the whole catalog of social reform necessities? Again, there are decided differences between Humphrey and Nixon, on the record and on their campaign speeches. If you have doubts, check the New York Times disclosure (hard to find in California newspapers) that Nixon privately circulated to big investors, and potential campaign contributors, a pledge that he would slacken federal controls and end "heavy-handed bureaucratic regulatory schemes."

Other differences abound. Nixon opposes government spending and intervention on behalf of people and institutions and programs that need aid. He would subvert the prob-

lems to General Motors. Humphrey supports government aid.

Nixon believes in more military power and maintains that the U.S. must negotiate only through what he calls "strength"—which means even more government spending, in the wrong places and for the wrong purposes. Humphrey says we want negotiation now to prevent further escalation of the war on both sides.

As his first act as a presidential candidate, Humphrey chose Muskie as his vice-president. Nixon chose Agnew. Wallace chose Lemay.

There is a difference and so, despite his egregious blunders and deficiencies, The Guardian endorses Humphrey for president.

## We endorse

For president

Hubert Humphrey (D)

For U. S. Senator

Alan Cranston (D)

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9th dist. (San Jose) ..... Don Edwards (D)  
1st dist. (Santa Rosa) ..... Don W. Graham (D)  
10th dist. (San Jose) ..... Grayson Taketa (D)

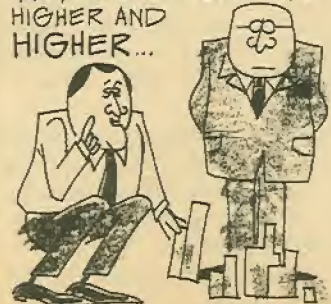
### State Senate

9th dist. (SF) ..... William A. Newsom (D)  
11th dist. (Oakland) ..... Nicholas C. Petris (D)

### State Assembly

18th dist. (SF) ..... Willie Brown, jr. (D)  
19th dist. (SF) ..... Leo McCarthy (D)  
20th dist. (SF) ..... John Burton (D)  
23rd dist. (SF) ..... John Foran (D)  
11th dist. (Richmond) ..... John Knox (D)  
16th dist. (Oakland) ..... Kenneth Meade (D)  
26th dist. (Redwood City) ..... Marshall S. Mayer (D)

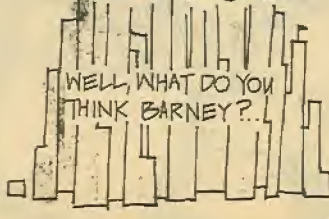
HERE'S HOW IT WORKS, BARNEY... WE START BUILDING ON A HILL, SEE, AND AS WE BUILD UP THE HILL, WE GET HIGHER AND HIGHER AND HIGHER...



AND WHEN YOU LOOK AT THIS THING YOU GET THIS KIND OF VISUAL EXCITEMENT!



AND WHEN WE'RE DONE YOU GET THIS KIND OF VISUAL ORGASM!



WELL, WHAT DO YOU THINK BARNEY?...



— Mick Stevens Copyright, 1968 The Bay Guardian Co. Inc.

## State-wide ballot recommendations

As if we voters needed something else to worry about, the State of California is now asking us to consider nine State Propositions on the November 5 ballot.

If we can be thankful that seven are fairly simple and forthright, our thanks are like thin reeds in the face of the gale created by Propositions 1-A and 9.

Nine went on the ballot first, thanks to L.A. Assessor Phillip Watson, the California Real Estate Association and Joe Robinson, San Francisco election entrepreneur who has made more money from the initiative process than its patron saint, Hiram Johnson, ever saw in his entire life.

Nine is almost simple, though not nearly so simple as Joe Robinson's initiative circulators would have had 700,000 signers believe. It would shift the burden of financing most public services from the property tax to some other form of taxation by the simple process of slapping a limit on the amount of taxation on property and a limit on the type of public service which property taxes can pay for.

If 9 passes, there will be a 1% limit on property taxes. Example: a \$25,000 San Francisco house, now assessed at \$6,250 and paying taxes of about \$625, could not be taxed at any more than \$250 (1% of \$25,000).

If 9 passes, property tax revenues could no longer be used for people-related services, such as schools and welfare. Only for property-related services, such as fire protection.

### Wreak havoc

It is clear Proposition 9 would wreak havoc with present methods of financing state and local government. It is not clear where the taxes will come from to replace lost property taxes (even Watson doesn't say), but various threats posed by the measure were enough to drive such traditional enemies as the California Taxpayers Association, the California Teachers Association, most Democrats, most Republicans, the schools, the banks, the railroads and the utilities into each other's arms in alarm.

Pondering how to defeat 9, the diverse interests hit about the fascinating (if not wholly edifying) ploy of fighting one proposition with another.

They turned to Whitaker & Baxter, the professional and conservative opinion makers, and all joined hands to convince the legislature and the Governor that 9 ought to be defeated. And the weapon this grab-bag of political and economic interests hit upon: Proposition 1-A.

Why not, they said, put another tax relief measure on the ballot and add the proviso that it would cancel out 9 by the simple device of receiving more votes? Why not call it Proposition 1-A and put it first on the ballot, though it was

— continued on page 9

## The San Francisco propositions

Participatory democracy is one thing, but several decisions up to city voters this year must give pause to some political scientists. Why, pray, have elected officials at all if many of the mundane decisions are left to the voters anyway?

Certainly, there are issues before the voters of San Francisco which rightly ought to be placed before them: control of the Port of San Francisco, taxing limits for the school district, bonds for recreation facilities.

But there also are issues which seem more properly placed in the hands of duly elected officials: changes in the retirement system for city employees, changes in the retirement system for the sheriff's deputies, the hours of meat sales in the city. Are these issues which need to be decided by voters? The City Charter seems to say so, but maybe this cranky document soon will be modernized.

Of the city ballot's 11 mixed items, listed as A through K, the most important is clearly B and C, the measures relating to the Port.

Supporters of the items said they would return control of the port back to the city, after an absence of 105 years. That's true, as far as the description goes.

Actually, Proposition B transfers the port's outstanding indebtedness of \$60,939,000 from the state to the city. It needs two-thirds approval to pass. Proposition C, which needs only a majority, is the guts of the port transfer. It says that management of the port will come to the city, but with certain very large reservations. The state will, for example, retain control

over two of the seven seats on the port board of directors.

The state will also retain a substantial financial interest, with a quiet little clause in the transfer agreement which assures the state of 85% of any profits earned by the port. Under the agreement, the city is also obligated to chunk another \$100 million into the port in the next 25 years.

Interesting note on Proposition B and C: if one wins and the other loses, the deal is off. Both have to win for the transfer to go into effect.

Shipping interests, which really control the port, figure to remain in the driver's seat regardless. Efforts by the city to get better transfer terms, including giving the city some control over the use of port lands not in maritime use (including Fisherman's Wharf), were killed off before they could get started.

City officials, the daily press, business leaders and the Establishment generally are steamed and lathered for the transfer, largely as a matter of pride. They forget that home control of the port was removed because of the rampant graft and corruption which characterized the city's past operation of the port.

Does home control mean it will be easier to parcel off port lands to private developers, as Magnin's Port Authority is trying to do on behalf of Lapham's Telegraph Hill Developers? Does it mean that some sort of "Embarcadero City" is coming for bay scape west of the Ferry Building that should forever remain in maritime use in the public domain?

As drafted, the propositions give little cause for comfort. They should be voted down and redrafted more securely in the public interest. NO.

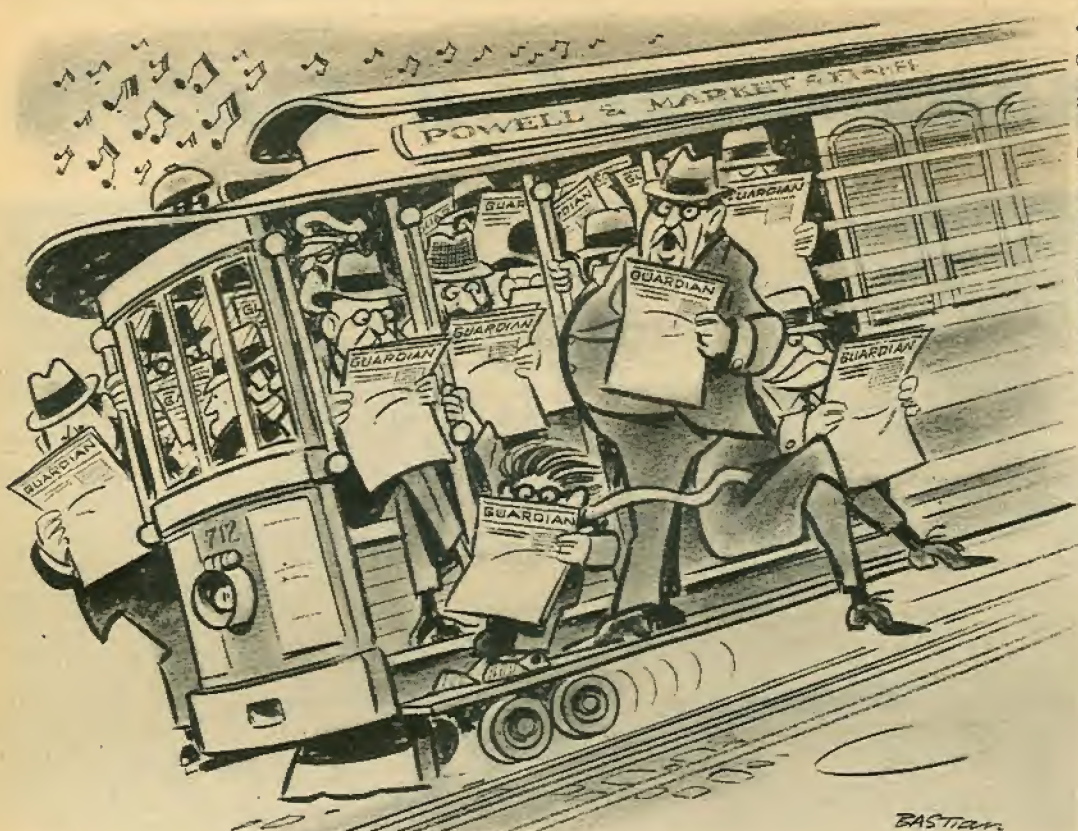
— continued on page 9

### THE BAY GUARDIAN

"It is a newspaper's duty to print the news, and raise hell." (Wilbur F. Storey: Statement of the aims of the Chicago Times, 1861.)

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"No, sir. There won't be a Bay Guardian in Parkersburg, West Virginia."

\*\*\*

## HERB CAEN



Sunday, October 20, 1968

### A Native's Farewell

WELL, IF YOU were a native San Franciscan moving permanently to another city, far away, what would YOU do on your last day in town? Please, don't all raise your hands at once.

Instead, let us follow Tommy Moreland on his final rounds before leaving for Parkersburg, West Virginia, his new home: "I left my cottage on Fifth Ave. in the Richmond" — his use of the archaic word, "cottage," stamps him immediately as a native — "dropped my luggage off at the Tenderloin Terminal and proceeded down O'Farrell to the Hof Brau for a mid-morning screwdriver. Thus fortified, I took the Mason St. cable to the end" — only latecomers say the Powell cable — "and had my last fresh crab cocktail at Hogan's on the Wharf. Thence to my private resort at Aquatic Park.

"It is a wrench, leaving San Francisco. I shall miss the Richmond, Sunset, Marina, Inner and Outer Mission, Breen's, Gray's, O'Doul's, Pier Seven, Dolph's, the J&B, best lunch in town for \$1.50 at 20th and York, Enrico's, the Both/And, the Bay Guardian, Hoppe, Caen, McCabe and Gleason. . . I won't miss BART and Market St., our so-called 'dynamic' Mayor, the atrocious new buildings, the Giants, 49ers, Warriors, S.F. society, Candlestick Park and freeways — but I will say that the good things more than balance the corruption that increases in the one-time Jewel of the West."

\*\*\*

WELL, THERE you have it—the farewell address of a native San Franciscan, Tommy Moreland. The places he will miss seem mainly to be saloons, and true to his code, he drank himself out of town (how did that ice cream come get in there?). He is sentimental but not a slob about it: no final toast to the sunset from the Top o' the Mark, a place he probably wrote off long ago as strictly for tourists. . . . A real San Franciscan in the time-honored style: resentful of outsiders and change, and sturdily anti-Establishment. Good luck in Parkersburg, West Virginia, kid.

Wherever you are, Tommy Moreland, The Bay Guardian is a part of San Francisco that can follow.

To subscribe send: \$5.00 for 24 issues — \$2.85 for 12 issues  
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Name \_\_\_\_\_  
Address \_\_\_\_\_  
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—continued from page 8

last submitted? Why not make it ever more simple-headed than Proposition 9, by having it result in direct cash benefits to homeowners and renters?

#### Double standard

If 1-A passes, homeowners will receive \$70 cash this year and \$750 exemption for their owner-occupied houses in future years. It would also grant a double standard deduction to renters and leasees, thus giving them a share of the pie.

If 1-A passes by one vote more than 9, it will have done what it was written to do.

There has been not much said about the financing of 1-A and where the state will find all these \$70 cash gifts and various exemptions. The source of this manna is a \$155 million kitty built up in the state treasury over the past year by an overriding one-cent hike on the sales tax.

It was set aside for property tax relief, but the Legislature and governor could find no generally agreeable way to spread the stuff around—until some clever attorney saw it as a bribe to the public to beat Proposition 9.

The 1-A versus 9 battle is a tough one. Both measures are simplistic and crude. Both fail to come to grips with either property tax relief (if any is really needed) or the misexpenditure of public monies.

What would have served property owners more would have been a measure to allow the higher assessment of income-producing property, but there is considerable doubt that the public has the mind or the muscle to get that on the ballot and to pass it. Neither should pass; together, they re-

## Guardian's guide to SF propositions

—continued from page 8

A--Would provide \$6,425,000 for recreation and park facilities in Hunters Point. Needs two-thirds to pass, in a tough year for success. Not only does the area need the facilities in the worst way, but the expenditure through bonds will be a necessary part of the city's share of the cost to redevelop our very own black slum. YES.

D--Would allow City Hall to put multi-purpose bond issues on future ballots, rather than single-department bond issues as now required. Needs only a majority, but the same item lost last year. Opposed by some groups on the grounds voters ought to have a chance to distinguish between worthy and unworthy bond-financed projects. YES.

E--Would change the composition of the board which governs retirement of city employees, giving more influence to the business community. Would expand benefits. Would make dozens of technical changes of interest only to city employees, business "watchdog" groups and citizens obsessed with city retirement conditions. YES.

F--Would change the manner of selection for the chief probation officer, the man in charge of the Youth Guidance Center. A sleeper issue, aimed largely at one man: Juvenile Court Judge Raymond J. O'Connor. An effort to cut down his power, and the power of his successor, by transferring the right of appointment of the chief probation officer from the sole judge to a vote of all 24 judges of the Superior Court. YES.

G--Would allow members of the Sheriff's Department to join the state retirement system if they wish. Of little interest outside of City Hall. YES.

H--Would extend the authorized number of public housing units in the city by 3,000. State law says the voters must set the number of allowable public housing units in their city. San Francisco has 6,927 units, near the present limit, with 5,000 applications from the poor and the el-

derly for new units when they are available. Would allow construction, federally financed, of 2,000 units for elderly, 1,000 for the poor. YES.

I--Would extend the present school tax limit in the city (\$2.55 per each \$100 of assessed value) to \$3.53. School authorities believe they will need 88 cents of this 93-cent increase by 1971 for lowering class sizes and providing special materials and teachers. School taxes in the city are already proportionately lower than those paid by suburbanites. Better schools are needed if the exodus of the middle-class (white AND black) to the suburbs is to stop. Opponents say the schools must first learn to spend their money better before receiving more. The tax limit concept is authorized under a 31-year-old state law which may be repealed in the next few years. YES.

J--Would repeal the city's odd little law regulating the hours of meat sales. Put on the ballot by initiative, circulated by the Junior Chamber of Commerce. In an off-the-record agreement, opponents of the measure agreed to a slight 9 p.m. liberation of the old 6 p.m. deadline for sales of meat Monday through Saturday and the Jaycees agreed to not campaign for their initiative. Supporters call it an anachronistic law which should be repealed. Opponents warn that repeal would do in those pleasant mom-and-pop corner stores which distribute friendliness, high prices, shirt-cuff credit and Chinese virtue. YES.

K--Would be a meaningless and unenforceable, but interesting nonetheless, policy statement on the limits of assessment ratios as applied to private houses. Would have even less force and effect than the policy statement on the November, 1967 ballot regarding Viet Nam. Policy would favor a 10% assessment limit on owner-occupied houses, but that flies in the face of overriding state law. NO.

present the best argument afloat to revamp the state's initiative procedure. NO

1--Would trim and revise sections of the State Constitution dealing with education, jails, local government, public utilities, State civil service and methods of amending the Constitution. Opposition is headed by the State's most conservative elements. YES

2--Would set specific guidelines and limits on taxation of property owned by one local government, but within the boundaries of another. (Example: San Francisco Airport, in San Mateo County.) Support is headed by Los Angeles and San Francisco, cities with considerable land in other cities and counties. Although San Francisco has extensive holdings in San Mateo and Alameda Counties, this proposition would be grossly unfair to the taxpayers of those counties maintaining unnaturally low taxation on these lands. NO

3--Would provide \$200 million for University of California and State College construction, plus \$50 million for construction in urban school districts to replace old buildings. Needs only a majority, but may have been beaten by the Jerry Rubins, Mario Savios and SDSniks of recent years. YES

4--Would simplify State income tax returns by making them more like Federal returns. Similar to a 1966 measure which would have based State tax on a percentage of Federal tax. YES

6--Would exempt retirement programs at private colleges and universities from state tax on insurance premiums. YES

7--Would allow cities and counties to have more freedom in the use of funds allocated to them by the state. YES

8--Would allow cities and counties to enter into agreements for sharing revenues. YES

## Untangling the nine propositions



# Back at last - a soundproofed Matrix

## WATCH FOR THE HEADLINERS

By Ben Fong-Torres

If you're going to run a hippie night club, you're going to do it hippie-style, damn the profits, but pay some dues--right?

Wrong. Or, at least at the outset, owners of the Matrix pushed the profit motive as far as they could.

But, to their credit, the pursuit was hip all the way from the introductions of the Jefferson Airplane and the Steve Miller Band; through upsets both financial and legal, up to a police bust last October (too noisy) and continuous threats of more shut-downs until the club's owners (new ones, by then) finally threw in the towel in March.

Today, the Matrix has reopened at its old Marina residence, 3138 Fillmore St. Its owners are freshly prepped on the business side of night club operations and they've soundproofed all four walls with six-and-a-half inches of absorbent fiberglass and sheet-rock.

The walls were amply tested in a pre-opening benefit in June. Big Brother, Steve Miller, the Charlatans, Sandy Bull and the Santana Blues Band provided sky-high decibels as a newly-acquired rent-a-cop, posted outside, smiled the fuzz away.

Club owners are Pete Abram and Gary Jackson, a pair of UC Berkeley graduates who took control nine months before it closed last March. Abram had established himself at the club a year earlier with his tape recordings of booked groups, chief among them the Great Society (represented by two vacuous LPs on Columbia) and Canada's Sparrow (now Dunhill Records' successful Steppenwolf).

### How to succeed

Because of the nature of the business, small night clubs have slim chances of succeeding financially. Abram and Jackson are trying out a new idea: To attract top bands, they are offering 95 per cent of the door money to the musicians. Cover charge is \$2.50 with a legal capacity of 104. Five per cent of the door goes to the person who handles booking. In a normal night club operation that would leave them only the proceeds from drinks, etc., to pay upkeep and turn a profit.

They hope to make a profit from recordings of Matrix performances.

Abram scored substantially last

year when Columbia laid out \$20,000 for his Great Society tapes, despite the doubtful audio quality of Abram's \$200 recorder and \$13 mikes.

Now equipped with a mini-studio setup (Magnacord recorder mixer and a slew of professional mikes), Abram and Jackson plan to make money by selling demonstration tapes to forming groups who need demos for prospective angels (financial backers) and record companies.

Tapes of groups which are already contracted by recording companies could be sold only by arrangement with the recording company and/or the groups or their agents. Some of these groups might want tapes, however, for their own use.

Abram is negotiating with a major record label which would provide professional recording equipment in return for the first right of refusal on uncontracted performers.

Abram and Jackson also hope that the Matrix can again be a springboard for good new bands.

### The first hangar

The original Matrix owners opened in August of 1965--on the first great tidal wave of "hippies"--with just that in mind.

"Marty Balin (Jefferson Airplane co-pilot) was a part owner of the club," Abram recalled, "and he was with a folk group, the Town Criers, before the club opened." Early plans called for the Matrix to be just another body exchange--"something like the Drinking Gourd," Abram said. But before the doors opened, Balin and friends plugged in, became the Airplane, and needed only a hangar. The Matrix was it.

Before long, with the rise of the Haight-Ashbury, the ballroom light show-Oracle-posters-Aquarian Age scene, and a continually growing distinction of "The San Francisco Sound," the Matrix was a starting point.

Among the beginning groups were Blue Cheer, Great Society, Sopwith Camel, Country Joe and the Fish, Big Brother and the Holding Company, Steve Miller and the Charlatans, not to mention among others, the first local appearances of the Chambers Brothers, the Electric Flag, the Blues Project and the Doors.

The full list, without making any kind of understatement, reads like a Who's Who of post-hip rock.

### little old ladies

The club, set amid several niteries in upper Fillmore, in a district zoned for everything from bowling alleys to little old lady residents, soon drew the organized



In the early days, The Jefferson Airplane at the Matrix. Today, a 24-foot-long stage dominates the left side wall, once a bar. Photo by Jim Marshall

wrath of a trio of LOL's Abram blithely refers to as "the Carrie Nations of Cow Hollow."

Their complaints about noise were aimed at three or four clubs in the immediate area. The Matrix was the first casualty. A Big Brother appearance was scratched after warnings of a big bust from City Hall-paid Big Brothers. Then an actual bust occurred last October during an audition session, with Abram getting a \$250 fine plus probation and suspended sentence.

After that, threats came more regularly than some of the club's

best customers. Abram and Jackson closed the room in March.

Returnees will find a mammoth 6 X 24 stage where the bar used to be, a beer-and-wine policy and entertainment bills boasting one headliner, one newer band, and periodic surprise jams. Its first-week bill last month was Steve Miller; Crome Syrcus from Seattle, a guest set by the Anonymous Artists of America and some jamming by Harvey Mandel (late of Barry Goldberg Reunion and Paul Butterfield Blues Band) and his new group.

Last Monday, Jerry Garcia,

freaky lead guitarist of the Grateful Dead, dropped by to jam with three or four friends, and the club made its usual closed night an admission-free affair.

One small--but important--irritation: Unless the Matrix gets rich quick, audiences can expect a bum air conditioner.

It's not Auschwitz--bad, but, as Abram himself said, tongue and a few strands of his long black hair in cheek, "Right now our only problem is getting the wine to the customers before it evaporates."

## This is more rape than love --you won't sleep through it

By Douglas Giebel

"Tom Paine" -- Interplayers, SF  
"Baal" -- Encounter, SF

might we overleap this frantic pace

and get to the important stuff.

-- Shakespeare (III, iv, 5)

As staged by David Lindeman, "Tom Paine" represents a creative step forward for the Interplayers company.

It is, for one thing, mercifully brief--the shortest Lindeman production I have seen. More important, the actors have worked together for some time and show signs of ensemble growth. If they don't dazzle with virtuosity, they at least appear uniformly competent. If no performance stands out, it is because "Tom Paine" is a director's piece, and the individual actor is less important than Lindeman's ability to maneuver him about the stage.

In New York, the play has become an Off-Broadway success, due mostly to the La Mama troupe and director Tom O'Horgan. The Paul Foster script is a muddled, chaotic chronicle of Paine's journey through an alcoholic limbo in pursuit of liberty.

Foster's play may have more to offer, however, than is revealed onstage, since most of the dialogue is obscured in frenzied activity. Lindeman's approach to theater is more akin to rape than to love: "Tom Paine" assaults the audience at triple-fortissimo.

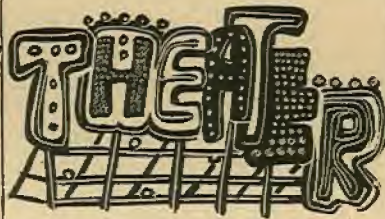
Whatever the script lacks, performers make up for in lusty, gutsy movement and cacophony. Most lines are shouted, so sit well back in the theater. My ears were ringing for an hour after the performance.

While the production is worth seeing and on occasion stimulat-

ing, it left me unsatisfied. Some visual touches are amusing, actors work to generate dynamic movement, but frequently I found a sureness of line and focus lacking in the choreography. Usually effects were carried on too long with too little variety, and the line delivery wrinkled my nerve endings.

### Pointless Nudity

The nearly-obligatory nude scene is pointless and unattractive. The actor's acute discomfort at discussing the play with the audience becomes pedantic and embarrassing--a dull lecture in which the actors answer their own



questions and ignore (fear?) the audience.

If an actor moves to the apron, steps from character and invites the audience to participate in a give-and-take discussion of the play's relevance, then he should be prepared, rehearsed or not, to include the audience in that discussion. It does not happen here.

That scene is the play's major structural fault. The author (or whoever included it) plays a silly game. For that matter, do we really need "relevant" plays? Must audiences constantly be reminded that "this play says something for us TODAY?" Must performers self-consciously attempt to alienate audiences they really need and secretly adore?

I'm weary of such boorishness. If a play is not relevant, either emotionally, intellectually or

historically, why do it? And if the play is truly meaningful, might we not get the message from a skillful production?

Do we need didactics, pictures, lectures by surly and self-righteous authors and actors? In our age of brutalization, subtlety has become a cardinal sin.

Still, you won't sleep through this one, and other critics liked it far more than I. With a few more weeks of performance and considerable refinement, "Tom Paine" will be an interesting production.

### Encounter

In contrast to the Interplayers' dynamism, Encounter Theater is static and intellectually stuffy. Dedicated to all sorts of good philosophical ideals such as "building a community within the theater" and "initiating an intelligent dialogue between the stage and the auditorium," Encounter's production of Brecht's "Baal" is a gargantuan miscarriage.

It represents the first effort at directing by actress Winnifred Mann. She might have wisely picked a more playable script. She is a courageous lady, but her choice of debut material is almost self-defeating. Devoted Brecht fans may agree.

ABOUT ACT: Despite purple press-agentry, ACT has chosen an exciting line-up of plays. By risking more this year, they are worth more attention. Ignore their baroque flier publicity--"The dramatist-genius whose works have inspired platoons of playwrights fills this marvelously touching story of provincial Russian yearnings for the joys of the metropolitan center with the mixed mood of grief and laughter, as powerful passions boil close to the deceptively placid surface, great grief..."

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# ROLFE PETERSON REVIEWS



"An Ideal Husband," THE BEAUX (THEATRE ROYAL WINDSOR)

"Cabaret" (Civic Light Opera)

"Plaza Suite" (Geary)

San Francisco Opera

## A lesson here — Broadway is sick

The best touring company to hit San Francisco in recent weeks was the Theater Royal Windsor, an unpretentious and perhaps unadventurous group of English performers who simply played Wilde, Coward and Farquhar as they were meant to be played.

The two that I saw were refreshing theatrical events because of this fidelity, this proud renunciation of flashy, modern staging that more often than not gives the director an emotional outlet and the opportunity to shock and dismay the public, rather than giving the author a chance to entertain and enlighten.

Wilde's "An Ideal Husband" was verbal music presented with high style, the wit emanating from the performances as well as from the lines. The principal role was weakly cast, Mary Kerridge being a bit old for the part, but the others were all excellent, and Stephen Moore in particular, as the dandy Lord Goring, doing right by the choice Wilde aphorisms ("She wore far too much rouge and not quite enough

clothes...always a sign of despair in a woman").

Farquhar's "The Beaux' Stratagem" is a Restoration romp and all the country squires and their marriageable daughters and red-nosed highwaymen were enacted with gusto and good humor by the entire cast. Michael Malnick was particularly entertaining as the highwayman. Again, Stephen Moore was a masterful beau.

In both plays the director, Anthony Wiles, played the servant with great comic skill.

In the spectacle of a company of good actors with authentic English accents performing classic plays and making them memorable experiences in theater, there is surely a lesson. And I hope a great many resident geniuses in San Francisco, New York and other American cities learn it.

### "Cabaret"

The Civic Light Opera's annual ritual of importing the Really Big One from the Gay White Way resulted this year in "Caba-

ret". A couple of years ago it won all the prizes in New York as best musical, and once again there is a lesson here: Broadway is sick.

The virtues of "Cabaret" include a charmingly terrible all-girl combo, delightfully vulgar and decadent costumes by Patricia Zipprodt, excellent choreography by Ronald Field, and one good, spirited performance—that of Melissa Hart as Sally Bowles. Miss Hart has acting skill, a fine singing voice, and beautiful legs.

The other performers are professional but pedestrian. Signe Hasso is simply miscast, being called upon to sing several songs in an unbearable voice. Leo Fuchs seemed to charm the audience, but his winning old Jew was too smugly aware of his winningness for me.

A basic weakness is that we've all seen "I Am a Camera" too many times already. Our musical stage is peopled by Dollies and Mames and Ilyas and now Sally Bowles, interesting girls all, the first time around, but terrible bores the third or fourth time.

Rodgers and Hammerstein got away with this cannibalism by dressing up the old stories with surpassingly good songs. Only two or three of the songs that dress up "Cabaret" are worth the trouble. New blood, in the form of an honest-to-God original libretto, might yet save the American musical theater one of these years.

I look forward with relief to the next Civic Light Opera attraction, "Rosalinda," an admitted oldie that wastes no time trying to pass as a newie but concentrates instead on giving new life to its tested virtues—I hope.

### "Plaza Suite"

"Plaza Suite" came to the Geary as the Really Big One in the comedy field. Neil Simon never goes very deep, and this time he has written three unrelated, except for setting, one-act plays that make no pretense of being anything but fluff.

But he writes very entertaining fluff, full of funny lines you wish you could remember, and Lee Grant gives such bravura performances as the women in the three plays that you almost think these sketches are penetrating studies of human life. Dan Dailey is adequate as the men.

The first play, the best in my view, gives us a couple married either 23 or 24 years (the wife, incredibly, can't remember which). Her gallant efforts to reconstruct the romance of their honeymoon to this same Plaza suite are the basis of the laughter, and the gradual revelation of his infidelity add a few moments of almost serious drama.

The second play is a broad, funny skit in which a Hollywood producer arranges a reunion in his Plaza suite with the New Jersey mother of three who used to be his high-school sweetheart.

In the third play, the parents of a bride try frantically to persuade her to come out of the bathroom and go through with her wedding. In some ways it is sharp satire on New York Jewish society, in others it is good farce, and in still others it is just high-level situation comedy of the type you see on television if you're not careful.

Miss Grant is a delight in all three, and Simon really is a funny writer.

### Opera

My credentials as a music critic might be more impressive if I could read music, but, if a layman's word means anything, I recommend the current season of the San Francisco Opera. I've seen a stylishly and entertainingly staged "Barber of Seville" with fine singing by the likes of Ingvar Wixell (looking like a plump Cantiflas) and Nicola Rossi-Lemeni, and an up-and-down but fascinating program of three one-act operas.

Part of the charisma of that program may have been the spotlighted presence in a box of Darius Milhaud, as part of his monumental "Christopher Columbus" was staged with beautiful, lavish sets and costumes, a large cast, and a monster chorus.

The fact that the opera, parti-

cularly its Claudel text, is pompous nonsense (Columbus at one point actually sings, "Shall I leave my mother?" while the audience surely groans, "Hell, yes, Columbus, leave your mother and let's get on with it...") doesn't really ruin the evening. The choral music is impressive and the general production is excellent.

There was also a Schoenberg tour-de-force, "Erwartung," in which a woman, the sole character, sings beautifully while climbing in and around a couple of surrealist jungle gyms, looking for her dead lover. The only meaning I could find in all this was the masculine symbols I perceived in one of the jungle gyms and the feminine ones I saw in the other—or maybe I'm just dirty. Anyway it was beautifully sung and short enough to hold interest.

Kurt Weill's "Royal Palace" opened this novel program and I found it delightful, although the Chronicle's resident musician thought it abominable. It's more dance than opera—pretty good dance, I thought—with a few operatic notes occasionally thrown in by off-stage singers. Once again the meaning escaped me, but Weill's music, lightweight and pleasant, was interesting and apparently good for dancers to dance to.

The rest of the season looks fairly orthodox, but I'm impressed by the size and skill of all the San Francisco Opera productions I've seen, and I think you ought to pick a Don Giovanni or a Turandot or something and go see one.

## Hoppe—"I'm staying home . . .

—continued from page 6

.....  
Barnaby Conrad (author, bullfighting aficionado)

"Grover Cleveland: He's a good solid man who will do something about ending this awful war."

.....  
Art Hoppe (Chronicle columnist)

"Some party, somebody. The nation critically needs somebody for president. I'm getting drunk and staying at home on election day."

.....  
Ed Keating (former Ramparts publisher)

"I'm voting for Eldridge Cleaver. The only person who is relevant. The others are tweedledum and tweedledee. Wallace intrigues me, though. He's more honest than the other two." (Does Cleaver have a chance?) "No, of course not. But neither did Christ, and look what he started."

.....  
Mark Schorer (critic, professor of English at Cal)

"I really haven't made up my mind. Maybe I'll write in McCarthy. It's between that and Humphrey." (Will Humphrey come over on Viet Nam?) "Well, he's got ten days..."

.....  
Bruce Bliven (long-time managing editor of The New Republic, now writing autobiography, living at Stanford)

"Well, that's an awful question. I really don't have any enthusiasm for any of them. I'm an old man, and I've seen many elections, and in the past I've often voted against evils rather than for goods. In this case I think Wallace and Nixon are about the worst of evils, so I'll vote for Humphrey."

.....  
John Weston (KPIX News)

"As a newsman on the air, I can't afford to make my personal political views known."

.....  
Evan Hoornemann (lawyer)

"Humphrey, unless McCarthy gets on the ballot in California. I think Humphrey's intellect is underrated—he (Humphrey) doesn't come across well because of an unfortunate manner and appearance. He has a good liberal record and is basically softhearted. It would bother him more than Johnson to send boys off to be killed."

.....  
June Dignan (socially prominent backer of Senator Eugene McCarthy)

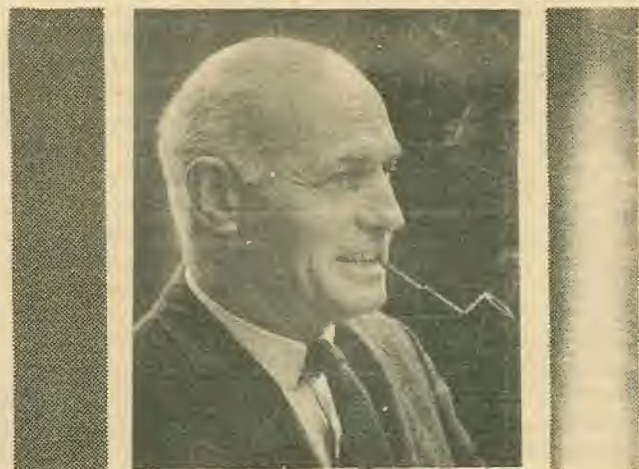
"Probably I will vote for Humphrey. Certainly not for Nixon." (As the lesser of two evils?) "No, not really. I expect Humphrey to make an extremely liberal statement on the war very soon; if he does, I will certainly vote for him, and I believe that Gene McCarthy will back him also."

.....  
Wallace Stegner (novelist, professor at Stanford)

"I was a McCarthy man, but now I don't know. I've been hashing out this question for two months now. I'm NOT going to vote for Wallace or Nixon." (The Peace and Freedom Party?) "For me they have no appeal at all. I deeply sympathize with their cause, but I cannot reconcile their methods."

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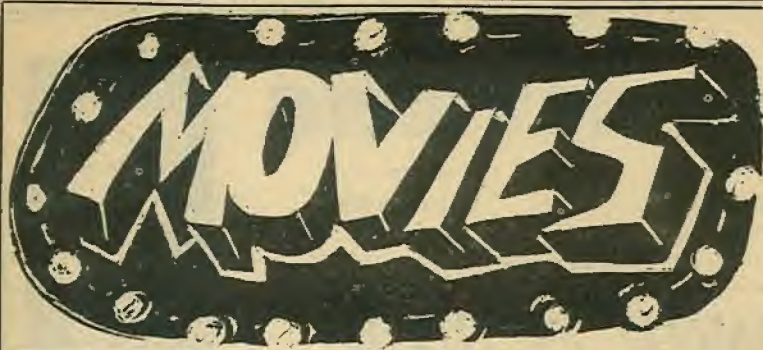
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Rachel, Rachel (Warner Bros-Seven Arts)  
Northpoint  
Belle de Jour (United Artists Release)  
Presidio  
The Two of Us (Cinema U Distributing)  
Music Hall  
Finian's Rainbow (Warner Bros - Seven Arts)  
St. Francis

By

Margo

Skinner



"Rachel, Rachel" is part of the current renaissance of the venerable Warner Bros. studio, which pioneered sound with Barrymore's "Don Juan," gave us the musicals of the '30s and such dramas as "Treasure of Sierra Madre" and "Casablanca" in the 40s.

"Rachel" should get Wamers at least one Academy Award, for the magnificent performance of Joanne Woodward as its 35-year-old virgin school-teacher heroine. Her husband, Paul Newman, has handled this story of a late seduction with taste and compassion. As his first directing job, it is excellent.

"Rachel" is sometimes slow and unclear in conception (the scene in the quasi-hippy church, for example, which not even the presence of talented veteran Geraldine Fitzgerald makes convincing). And there are too many closeups of Miss Woodward's mobile face.

But flashbacks to the heroine's childhood are exquisitely lyrical, with technicolor photography as beautiful in its way as that of "Elvira Madigan." The heroine's thoughts, past, present and fantasy, are brilliantly interwoven.

#### Drunken scene

There is a marvelous drunken scene in a parlor; a poignant one in which another teacher (that fine actress, Estelle Parsons) makes a fumbling lesbian approach to Rachel. One feels for everybody in this film, even the heroine's leech-like mother, (Kate Harrington).

Sex has rarely been treated so humanely.

The seduction episode (when an old male friend returns to town) is not only necessary artistically, it has human beings in it, as distinguished from the impersonality of the current rash of scenes which could be cut from one movie, inserted into another.

There isn't a woman in the house who doesn't understand and feel for the heroine. Male viewers seem to respond similarly. "Rachel, Rachel" cannot receive the stigma of being "a woman's picture," which usually means slop. It is a superb illusion of reality.

"Belle de Jour" is not. Wally Burke, Advance Star of the Burlingame, labeled it "a very shallow representation of Kraft-Ebbing."

This story of a young upper-class Parisian wife who works afternoons in a brothel is slick, handsome and expensive. There are vivid landscapes, elegant decor, clothes by Yves Saint Laurent, and direction by Luis Bunel. "Belle" won a first prize at Venice last year.

It's another sex picture, but with a class come-on. Scenes in the brothel, with its curiously homey middle-class atmosphere, are the best. Genevieve Page is very good as the madam, Francis Blanche is a marvelous fat customer and Michel Piccoli is effective as a rather repugnant man about town.

But heroine Catherine Deneuve, resembling a young and expressionless Dietrich, is a *belle au bois dormant*. Despite the variety of her experiences, she never seems to really wake up.

#### Gentle nazi

For real *comédie humaine*, see "The Two of Us," a French film, highly praised at last year's S.F. Festival. The plot is simple: A Jewish child is hidden, for safety, with an old peasant in the country during the Nazi occupation.

The twist: The patriarch is a rabid reactionary, anti-semitic, a Petain fan. He is also good-hearted, lusty and so gentle that he has turned vegetarian rather than eat the rabbits he raises. Michel Simon is first-rate in this role. But Alain Cohen, as the kid, keeps up with him every minute, playing a role within a role, concealing his Jewish origin and at the same time twitting the old man's prejudices with great skill.

#### Rainbow

"Finian's Rainbow" is a big, bright, pleasantly sentimental Warner Brothers' musical, with gorgeous scenery and amusing special effects.

The plot is too much: an aging Irishman who comes to America with a stolen pot of gold, to plant near Fort Knox so it will grow; a pursuing leprecaun; a romance between the Irishman's daughter and the leader of a bunch of integrated sharecroppers in trouble with local racist authorities; an attempt by a talented Negro scientist to grow mint-flavored tobacco; a beautiful deaf-mute, witchcraft, a white bigot turned black, etc.

That all this comes off is due largely to Francis Ford Coppola's direction and the fast and funny screenplay by E.Y. Yarnburg and Fred Saily, who did the stage book.

# The monorail toy

-continued from page 7

self (they insist, as did the Candlestick promoters, that such a thing isn't possible), city taxpayers are stuck for the bond redemption money, as they are with Candlestick.

The significant point is that GE and Co. will make a guaranteed construction profit from this project. The good folk of San Francisco will protect them that much.

In May, Alioto hinted that the suggested price tag of \$98 million was too high. So, by September, the promoters were saying \$117 million.

A further note about non-profits: They are justified, legally, by the proposal that the builders build the system (with bonds backed by our credit), then lease it back to the city (for a sufficient annual cost to pay off their bonds). The whole thing would revert to city ownership after 25 years or so. The point: having made their \$\$ off the construction phase, the developers could care less how it actually works. They no longer would be involved in operations.

More, but most significant: All this can be done without a vote of the people.

I repeat: San Francisco could end up with a monorail line, 14.3 miles long, from Third and Mission to the airport, taking 2 1/2 years to build, running over city streets and public freeways and lands, from the publicly owned Yerba Buena Redevelopment Project to the publicly owned Airport -- all without a vote of the people.

In preliminary plans, the monorail goes without stop from downtown San Francisco to the Airport. It could stop in Brisbane, at the

Cow Palace, at Candlestick, say the plans, but might not.

Even if the thing stopped at Hunters Point, to serve Bayview area people who are omitted from BART's system, who have terrible Muni Railway service, they couldn't afford to ride it into town anyway.

#### GE Pullout

Another background note about GE: plenty of people are angry at GE for asking the city to finance this project because GE withdrew on its commitment to participate in the Diamond Heights redevelopment when it appeared they wouldn't make a fortune. GE turned its back on the city in 1966 and shouldn't come with its hand out now, some believe.

There is also criticism of GE for attempting to write off all its Safege monorail research and development costs in this first project. Even Alioto says this.

The GE deal was quiet from May 27, when Alioto formed the non-profit corporation, until Sept. 10, when the GE-Haas & Haynie, et al asked the supervisors for a sign of interest. Enough, they said, to cash in at a bank (Browne's Bank of America?) for a loan of \$250,000 to finish the studies.

At this time, the critics emerged. The City Planning Commission considered the monorail plan, shuddered and said it would rather see an extension of BART than a monorail over the streets.

Planning director Allan B. Jacobs urged the supervisors to wait a few months for the report of the West Bay Transit Authority, a group belatedly trying to get San Mateo County into a BART-like system.

The belief is that West Bay Transit will ask voters of San Mateo to establish an authority, like BART, on the June ballot. Any monorail move in SF can only cost votes which West Bay Transit can't afford. It's probable that a West Bay Transit system cannot become self-supporting without carrying that lush airport traffic.

With the critics came a new group: Black Industries & Co., headed by Oakland attorney Donald L. Warden. His bag: black self-sufficiency. His point: If a monorail is to be built, let black men build it and black men run it. His system: the General Bilger Monorail.

Based on the German design in small scale use since 1901, it is a refinement created by a Chicago company which has built monorails exclusively for industrial use for many years.

But the major objection remains. Why should the city choose between monorail systems before it decides, after careful study, if monorail is the answer at all? Why not first make a study, then decide: (1) if transit to the airport is necessary; (2) if so, what

type (monorail, extension of BART, West Bay Transit, express buses); (3) if chosen, where should the line start, where should it stop between the city and the airport; (4) why is there public financing and backing for a plaything like this when there doesn't seem to be a nickel, say, for buying fort land or for holding valuable port property away from the Telegraph Hill developers?

These are the basic questions and the mayor and the supervisors are ignoring them.

## BART

-continued from page 3

Marin and San Mateo would drop out along with four other counties, and that the remaining three-county system would be severely limited.

Prof. Martin Wohl, transportation expert, conducted a study of BART and became one of a number of authorities who tried unsuccessfully to head off disaster.

Wohl is the former director of the Transport Research Program at Harvard University and is now specializing in analysis and forecasting of transportation systems at the University of California, Berkeley.

#### 55 or bust

"BART does not put many stations where the people are," Wohl explained to me, "and it had to be this way in order to get the system up to its announced speed. The engineers were so myopic in trying to obtain an average station-to-station speed of 55 miles an hour that they forgot everything else."

"The stations are much too far apart, and the trunk lines are too few and do not connect to the proper places. The people working in downtown San Francisco mostly are not living in the places where BART runs."

"Furthermore, all studies on population movements today show a trend toward decentralization (the move to the suburbs by both businesses and families). So, BART flies in the face of the current population trend."

"Downtown is increasingly becoming the headquarters for the more prosperous workers, and it seems that BART was especially designed to serve these workers,

not the poor who probably need it most, and not the masses who represent the bulk of San Francisco's and Oakland's population."

"To understand this, you need only to take a look at the location of BART's stations. To provide better service mainly for well-to-do people, the public at large will pay a fantastic price -- through property taxes, bridge tolls and other opportunities which it must forego."

"Of course, one could hardly complain if these more affluent people were willing to pay for the better service themselves, but it seems terribly unfair to tax everyone for this suburban commuter service, particularly poorer people who will not make use of the system."

"People who live out in the posh suburbs of Orinda and Lafayette, for example, and who will be better served by BART

-continued on page 14

#### Re-Elect Assemblyman

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# Radio - the ferment going on under underground

Much of the ferment in Bay Area radio is underground and known only to insiders and those in the industry with access to the ratings.

Though the ratings are not as dictatorial in radio as in television, a change of a few points may mean the difference in an advertising account, a job or a station's future--and why, incidentally, you find Rolfe Peterson one day on KCBS and another on Tannehill News on KGO-TV.

In the past four years, four local stations have completely

to crawl out of the shadow of KYA. Metromedia bought KEWB, experimented for a while with talking-disc-jockeys, then switched to all-talk in the Spring of 1966. Led by the then-liberal and fiery Joe Dolan, KEWB (now KNEW) faltered at first, then climbed up into contention with the established talk-stations KCBS and KGO.

KCBS. One of the earliest of the talk-stations, KCBS suffered for years from "objectivity" or "non-involvement". While striving to preserve its image, KCBS slipped lower and lower in the ratings, and less image-conscious

signs of coming to life: new talkers with zest and style like James Eason, a new feel for controversy and liveliness. Ratings good, but slipping some.

KYA. After the severe blow from the new KFRC, KYA has been scrambling like hell to bring back those teeny-boppers. Still holding a fairly good-sized audience, but way down from the old days.

KPEN-FM. A real success story, a couple of young students succeeding with their own station. Relying on middle-of-the-road music and crisp stereo reproduction, KPEN has become the only FM station to break into the ratings race with any frequency.

KDIA. What might be called in the past a "Negro" station, KDIA leads its competitor, KSOL, in ratings. KSOL has suffered from an image-problem--many black people resent the shouting, jive-talking stereotype.

## Where they are

Lot of talk about Don Sherwood's let-down since he came back from his disastrous Hawaiian stint. He sounds tired, relying on little inspirational poems, "uplift" anecdotes, and his once-infectious laugh (now tending toward a snorting guffaw).

What happened to Joe Dolan? He swept into San Francisco back in late 1965, an exciting, electric personality. Once the champion of liberal causes, a formidable adversary in debate, he has become on the one hand a "performer," on the other a tired, lackluster radio announcer.

He champions stupid hoaxes as flash-in-the-pan "causes", and spends much time arguing minor issues with dull callers.

Good news, though, comes from KNBR (of all places!). One of the wittiest, snappiest, freshest announcers in town is the new Mr. Bill Balance. He fills "drive-time" with quips, one-liners, wisecracks and aphorisms between records. He spends about five hours every day preparing his show.

KFRC must have somebody who does nothing but think up contests. There seems to be a new one each week -- a refreshing change from stations that run the same contest for weeks. But it's a cheap way to get listeners.

Whatever happened to all the rumble bumble over the underground stations? KMPX dented the market in 1967, but a strike cut its momentum and the staff was hired by Metromedia to work the same magic at KSAN. Now, neither station is doing much.

Couldn't the resident Voltaires at the Examiner/Chronicle, Terrence O'Flaherty and Dwight Newton, stay home from their next junket to Hollywood or Hawaii and lay off the press-agentry for the "new" television season long enough to write a little about local radio? Or about the best of the local television stations -- their newspapers' "competitor" -- KOED?

## Comparative ratings

The ratings below show the comparative number of listeners of top Bay Area stations for June and July, 1968. Pulse, Hooper and A-R-B are three of the major national rating services.

	PULSE	HOOPER	A-R-B
1	KFRC	KSFO	KSFO
2	KABL	KFRC	KFRC, KABL
3	KSFO	KNEW	KCBS
4	KYA	KGO, KNBR	KNBR
5	KCBS	KYA	KGO

revised their broadcast format to get better ratings. The four and the results:

KFRC. For years an identity-seeker, KFRC switched from pop-music, with news, with a phone-in show, but not quite with it, to a "Top 40" format in the spring of 1966. Immediate, fantastic success in ratings: from a dismal share of the audience to a solid challenger to the champion, KSFO.

KNBR. After a history of being "old reliable," KNBR, in early 1965, decided to go mod. A station-doctor was consulted, and his advice was "go rock". So, KNBR tried. But the timidity of the management, the inflexible restrictions of the network and a tendency to compromise, brought forth a hybrid. Neither rocker nor respectable, KNBR sheepishly moved back to the middle of the road when the ratings (never really large) fell off alarmingly. Currently climbing.

KNEW. Under its maiden name, KEWB, the rocker in Jack London Square, fought for years

talk shows grabbed the listener's ear. In the late Spring of 1968, KCBS switched to all news. At present, prospects are fair if the station can get better announcers and eliminate the repetition.

## The others

Now, a few notes about the other major stations in the Bay Area:

KSFO. Losing ground. Giants baseball once swelled their audience to astronomical figures, and even in the off-season KSFO was usually way out front. There is strong evidence, though, that over the last few years KSFO has been slipping. Sherwood sounds tired. Sorkin sounds handcuffed. The others are a bore.

KABL. Chewing-gum for the ears. Mostly music (or is it Muzak?). A real attraction for tourists and new residents, maybe the comforting blandness helps the process of adjustment. Good strong ratings.

KGO. Long-time "news and conversation station." In a rut for years, KGO has shown some



By Creighton H. Churchill

Cavorting among the oaks and glens of San Rafael, Berkeley sociology professors, artists, housewives, and assorted fey folk all have been making joyful noise at the RENAISSANCE PLEASURE FAIRE.

Contrary to apprehensions of veterans of "period fairs" and money-raising funzies, there is nothing hokey or cardboard in the greensward. Craft shops by hundreds, vending mead, ale, wine, roast turkey legs and beef, harpsichords, flutes, swords, weavings. . . . really anything you need to furnish body and house.

In the Lusty department, the Faire has more well-developed wenches than a plumbers' convention, most of whom never saw a "maiden-form" ad, thank God. I saw one male in period costume highlighted by a magnificently stuffed and padded codpiece.

For graduates of the Prince Valiant scene, the Berkeley Society for Creative Anachronisms stages armed combat between knights, fully protected in homemade armour, complete with peace buttons saying "Ban the Crossbow", and armed with padded, but still hard, swords, maces, lances and other good stuff. Injuries are minor, but the noise is colossal. Why was there no quarterstaff fighting a la Robin Hood? An Anachronism Society rep replied, "We would, except we haven't found a way to make a non-lethal quarterstaff."

Mummeries, jugglers, and skits flourish. Robin Hood and friends fought off the evil "sheriff" (whose coat of arms was a rampant pig) and made Marion while onlookers cheered. There are slave auctions, belly dancers from the Orient, and, yes, meditation fans, even a Hare Krishna booth. Or, one can vent spleen by stoning lepers, shooting dragons with arrows and chasing urchins. Entrance fee: \$2.75 for adults, less for kids. Hours: 11 a.m. to 6 p.m. This is the last weekend (Oct. 26-27).

With all the assurance of Mary Poppins in Vietnam, Channel 38, KUDO, will be braving the sandhills of local television starting Nov. 30. Where other ultra high frequency stations have belched out aged re-re-reruns like "Hazel" and "My Three Sons," 38 claims it will have no reruns or network series, no old movie packages, no network ties.

A fleet of five remote broadcast trucks is scheduled to comb the Bay Area each night for live spot news and features, from the opera and plays to riots and street fairs. The station's goal, says promotions chairman Bill Davis, ". . . is to get the 45% of the television sets in the Bay Area that are turned off back on by offering intelligent, unusual, local programming."

"Community service" and "intelligent" programming have been standard flackeries from the new UHF stations, and none, so far, has kept its word. There seems a much better chance with Channel 38. Keep your rabbit ears crossed.

The COMMITTEE THEATER on upper Montgomery, one of the local bastions of The Wierd, has opened its Winter Menu. With gleeful cries of "Eat out at the Committee," it announced that its chef is featuring dishes such as "Mother's Magic Mushrooms," presumably with Tim Leary sauce, along with a more usual array of steaks, salads, delicacies and spicy unidentifiables. Dinner prices hover in the three dollar area, cocktails and wines abound, and in back is a rather nice stage-nightclub-dance pit-discotheque.

Present entertainment finds the De Silva Trio, a competent and musically inventive bossa nova group, and The Womb, a local jazz-rock group with an interesting sound, but still in search of cohesion and group feeling.

Channel 44, KBHK, owned by Kaiser Broadcasting, previewed its 1968-69 season for a mixed audience of ad men and newspaper writers last week. Overkill from the resulting bomb-blast was prodigious. The most daring "new" effort is the John-Gary Show, a variety job filmed among the dolphins in Florida. Other sparkling ditties are re-reruns of "The Honeymooners" and "Hazel," thousands of kiddy cartoons, sports, the Steve Allen Show, Joe Dolan (who now appears "live," thus scotching several speculative rumors) and news. Can you possibly wait?

Lost among the hookers, law offices and central freeway off-ramps behind City Hall, at 336 Hayes in S.F. is a superb little East European cafe, RESTAURANT OPERA. It is not of the dim lights, thick carpet variety. Pictures of famous opera-stage-star guests adorn the red walls and wooden chairs and table sets are well-spaced, avoiding the worst sin of city restaurants, placing customers so close together that elbows dip into neighboring soup bowls. Complete dinners around \$3. Of particular interest, the marinated lamb-ka-bob. And you can always take home a doggie bag with left-over stuffed grape leaves.

Ambling around Berkeley, one finds that MANDRAKE'S, on University just down from San Pablo, has reopened, keeping a beer, wine, pool and rock band format. NIGHTTOWN, the former occupant, proved Berkeley isn't ready to support sit-down name entertainment like North Beach. It folded after several months. The ALBATROSS, a friendly beer-wine pub on San Pablo across University, has installed an impressive new array of English dart boards. Hustlers and good games abound.

Industry lunch conversation finds Metromedia Corp. buying KTVU Channel 2, the Oakland VHF television station, and selling its San Francisco UHF license, MetroSales, the corporate ad staff, already has begun working with Channel 2.

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# The confusing world of the young

By Wilbur Wood

If you are a Bay Area teenager, you know that smoking marijuana is nothing like drinking beer. By now you may have tried both, so you know that marijuana does not give you a hangover, as beer can do. Nor does it make you loud or belligerent--the way you've seen people sometimes after a cocktail party.

But even if you haven't tried marijuana yet, you know there are deeper differences between drinking and turning on. You have figured out that drinking, these days, is not "rebellious against society" or "defying authority."

Not really. Because with liquor you can only "rebel" until you turn 21. Then you are swallowed into the Consensus: already you can be drafted (if you're male and over eighteen), you can vote, you can go into bars.

You read in the papers, you see on TV that the hippie movement is dead. It's turned from love and sun and flowers into something ugly, something violent, riots and hard drugs, shotgun killings, epidemics, venereal disease.

Maybe you wonder: If it's dying out, why do I see hippies all over the place? For you do see them, driving their daisy-decal volkswagens through the Sunset, hitchhiking over to Berkeley, over to Marin, you see them in Oakland, in San Mateo, you see them in your own high school.

In the Chronicle one day you read that speed and heroin are pushed on Haight St., now that marijuana is in short supply. Pot's not so bad, the writer says, but these "hard" drugs actually make people insane.

And it's people on these drugs who are behind the riots on Haight, the writer says. Only crazy people riot, goes the implication.

The writer says that only two years ago everything was beautiful in the Haight. Everybody liked the hippies then. But all the good hippies have moved

out, according to police. The good old days are gone.

## 'Good hippies'

The trouble is, you are old enough to recall what the Chronicle said about the hippies two years ago. It put them down then, too, one way or the other. And you know that two years ago, or even four years ago, the police weren't talking about "good hippies," and your parents weren't talking about any good old days in the Haight-Ashbury.

Then as now, at the mention of the concept "hippie," your parents' faces tightened. You heard words like "filth" and "immorality."

(From the Black Panther newspaper, Sept. 28: "WARNING TO SO-CALLED 'PAPER PANTHERS' --Black brothers stop vamping on the hippies. They are not your enemy. Your enemy, right now, is the white racist pigs who support this corrupt system.

Your enemy is the Tom nigger who reports to his white slave-master every day. Your enemy is the politician who uses pretty words to deceive you. Your enemy is the racist pigs who use Nazi-type tactics and force to intimidate black expressionism. Your enemy is not the hippies...")

Your teachers are calmer than your parents. The trouble with hippies, they say, is that hippies aren't FOR anything, they are just AGAINST. Rebellion is fine if you have GOALS and work within the framework of society to change...

You watch the news on television one night. You note that lately they sometimes give the U.S. battle casualty count in Viet Nam. Used to be they'd say it was "light" or "moderate," as the outnumbered yanks, with superior fire power, drove off another suicidal Viet Cong attack. Then they'd give the EXACT enemy body count: 217, or 83. Can't argue with a statistic, can you? But you don't pay much attention to the figures.

They don't seem related to anything real.

A commercial now. A woman about the age of your mother says she's 33, but she's going to try to "pass" for 19. She points to a hairpiece, mini-skirt and turtle-neck jersey on the bed. Can she do it? Then she has the new clothes on, and it's true, she does look younger. Even her hands don't betray her true age, because she uses Ivory Liquid to wash her dishes.



You wander away. You can only suspect how much They lie to you. About hippies, about the war. About Bay Area Rapid Transit and slums and poverty. And--for all you know--about Huey Newton. That did seem like a strange verdict. How could Newton kill the one cop, but not wound the other? Makes no sense.

But then a lot of what They say makes no sense. Like about marijuana. Your friends who turn on are not all dirty, not even the ones with long hair, and they aren't any more "immoral" than you are. Your friends who turn on don't metamorphose into rapists and killers and heroin addicts.

Everyone seems to go on strike these days -- Catholic priests, grape-pickers, even teachers. This is the second year in a row that New York City teachers have kept schools from opening on schedule in September. And over in Richmond, across the bay, there is talk about teachers boycotting the Richmond schools for good.

The issue seems to be money. Inadequate salaries, say the television commentators, inadequate teaching materials. And BART needs money, too, and the War on Poverty and Foreign Aid.

Maybe you don't put these things together immediately because--you begin to suspect--you are not SUPPOSED to. But you're putting a lot of things together these days, and something occurs to you: the issue isn't really money. Not deep down. It's something else, something you can't get hold of yet.

Your history teacher is the football coach. He doesn't really want to talk about the Battle of Waterloo, so he reads to you out of the textbook. You can't get away with spitballs, but you can pass notes. If you just match the right battle with the right date on the IBM-scored test, you and he will get through the course.

If you're a white teenager, and still in school, you can't help noticing about those black teenagers in Oakland, Emeryville, East Palo Alto. They've gone on strike, too, like at Lincoln. But none of them seem to be getting kicked out of school. And the schools? Shut down, stopped, empty. Like a factory when a picket line goes up.

And the black teenagers aren't just AGAINST. They want black history courses, NOW. They want more black teachers and administrators. They want other things, too. One night a kid your age reads a whole list of things into the TV camera. His grammar isn't perfect, but he gets the point across: he has GOALS.

And yes, says the black kid your age, he expects his group will get action on their demands, and fast. Or else the school will stay closed. The kid isn't cocky or insolent. He simply is very firm and matter-of-fact. They can't hold classes without students.

You begin to see how it all fits together. They don't have quite enough money for schools or slums because They spend so much money on the war. What money They do have for schools goes only to those schools that hold classes--that's logical. That explains the roll calls and tardy slips and passes to go to the bathroom. Or it explains the roll calls, anyway.

It also explains why the football coach is teaching you "history."

One night you catch the 11 o'clock news. The black boycott has ended in East Palo Alto. A black principal will be hired. The superintendent says he's sure that this school boycott business will soon die out. He implies it's just a fad. The kids will get tired of it. The man is balding, he looks to be in his fifties. His face is tired.

You're not sure that staying out of school is just a fad, any more than you're sure that marijuana is just a fad, or "youthful rebellion" or "defiance of authority," or whatever. Things are changing so fast.

When you were in junior high, the kids in high school got drunk on weekends--that was the big thing. Now if you're a senior and merely get drunk, you're like something out of ancient history. Because a lot of kids two years, four years younger than you already know about the differences between drinking and turning on.

It's not as though the kids don't have encouragement. You listen to the AM rock stations, you hear the disc jockey say: Thank you for turning us on. And you know he's not talking about turning on the radio.

## In another land

You realize fully now that there are two languages: Yours and Theirs. It's something black people have known for years: the language of the colonizers and the language of the colonized. Can you dig it? The bell rings. (Heah come de judge.) The teacher starts to take roll.

## BART replies

--continued from page 2

the top transportation experts in this country agree with that statement. Only BART's boys agree with it.

The Department of Transportation in Washington has just released an information sheet on half a dozen transportation methods that surpass those of BART, in every conceivable way. (See Sunday's California Living in S.F. Chron-Exam.) The federal leaders who praise BART don't know anything about fitting transportation systems into environment. No federal leader who does would praise BART, which is specifically designed to make a horrible mess of things.

### Scandal?

There certainly have been allegations of scandal against BART, in the 1963 taxpayers' suit, in articles in the Chronicle, and now in articles in the Bay Guardian. I would refrain from using the word "corruption" until a committee with subpoena powers investigated. Without subpoena powers this cannot be determined, which is why I call for an investigation. My depth research indicates the possibility of corruption, on an objective

and factual basis of search.

The writer's "original employer" was a periodical that assigned me to do an article on BART then decided not to publish it, so far as I know, only because of disagreement with viewpoint. This happens regularly in the career of any free-lance writer.

In fact, the articles editor at the other periodical liked the article and wished me luck with it elsewhere.

Tell me where else the material in the Guardian was published. I'd like to see it. I was just asked to appear on two TV programs, and several radio programs, and to speak before the Junior Chamber of Commerce, on the subject of BART--because nobody had seen this stuff in print before.

The "practical realities" of "American-style capitalism," and so on, are precisely the major factors causing the growing madness, turmoil, overpopulation, strife, mental illness, and inhuman way of life in our sprawling metropolitan areas. The BART story is an A/Number One example of that analysis.

P.S. BART is not deleting stations. It has already deleted them.

## BART

--continued from page 12

than most of the San Francisco and Oakland residents, hardly need a subsidy from poorer taxpayers in order to obtain better service to downtown."

(Editor's note: Wohl himself lives in Orinda, so he can hardly be called a biased observer. Orinda, a posh suburb northeast of Oakland, is also the home of B. R. Stokes, BART's general manager.)

BART, as presently planned, will run through 16 miles of subways and tunnels, over 31 miles of concrete aerial structures and on 24 miles of land surface track.

Since the latter entails running an electrified rail of potentially lethal voltage through open country, BART had to erect some kind of protective barrier.

Whether for lack of money or stupidity, the barrier is a hideous cyclone fence that makes BART for miles on end look like the entrance to a prisoner of war compound.

Aerial structures, no matter what you do with them, amount to concrete monstrosities, like freeways. Donn Emmons, BART's former consulting architect, drew a graceful design that will be used for part of the system. BART's former consulting landscape architect, Lawrence Halprin, added linear parks with trees that help blend the aerial structure into the countryside. But, for the most part, the Emmons-Halprin combination won't be used. Both resigned from BART with bitter public statements.

This is the legacy of BART's financial mess and bad planning.

The worst part of the system is found in the subways. A passenger in Oakland winds his way through the concrete jungle there, goes underground, boards

a train that carries him through an underwater tube into downtown San Francisco, gets off and goes through a concourse into an office building in the concrete jungle on the other side.

He never sees the beautiful Bay on his way to work. He never even sees the sunlight. Like a mole, he burrows underground from one point of commerce to another.

Nor does the passenger fare much better coming from farther away than Oakland on the elevated and surface lines.

John E. Burchard, BART's new consulting architect, readily admits:

"When the train is above ground, not many will be able to look forward... Lateral views will be blurred by the speed of the train, although there will be occasional vistas from the aerial structures.

"But the line has not been laid out with such vistas as an objective... There will be no vistas--domes or observation platforms. There will be nothing to compare to the great city views that used to unfold from the prow of a ferry traveling from Oakland to San Francisco or from Staten Island to Manhattan."

### Boats too?

The irony in Burchard's statement is that BART is in such a mess that a new type of ferry boat, a 100-knot hydrofoil, is under investigation as a partial way out.

The main reason it is under study is that BART has a problem getting trains across the Golden Gate into Marin County.

Originally, the private engineering firm managing BART, approved a report stating that it would be safe to run trains over

--continued on page 15



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## BART

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the Golden Gate Bridge on a lower deck.

This report was shot out of the water, literally, by a bridge engineer showing that the trains would lower by eight feet the navigation line of the Golden Gate Bridge, possibly collapsing the whole structure, and at least definitely causing slippage of wheels on tracks.

Displaying his contempt for PBTB engineers, bridge expert Clifford Paine added:

"The main concern is to keep all cars on the tracks."

Paine's conclusion was upheld by a team of engineers hired for a further study by the Golden Gate Bridge Authority.

Long wait

To put Marin back in BART, engineers must now build a second bridge and destroy the esthetic quality of the Golden Gate or run a terribly expensive, long underwater tube out of the path of strong Golden Gate tides. And that would mean situating it in a place off the beaten track of Marin commuters.

BART's present, severely limited system will not be completed until sometime between 1973 and 1975--it is two years behind schedule--and no one has any idea when the original plan to loop the whole Bay Area with a nine-county system will be carried out, if ever.

The question is whether the Bay Area can wait.

Other communities are concentrating on stopgap measures to ease traffic, such as restoring old rail lines at low cost, while engineers perfect futuristic systems to replace old-fashioned buses, streetcars and trains.

The Bay Area is staking everything on completing what was supposed to be, but is not, a "total transportation system" consisting of trains to replace the automobile as a way of life.

For these reasons, BART's promise to solve the Bay Area's transportation problems was bound to fail. As now conceived and designed, BART will only make things worse.

There are alternatives to BART and they will be spelled out in this series' final article in the next issue.

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